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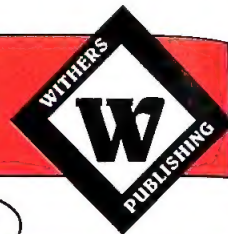
Riding with Union Pacific's Steam Team

Western Maryland Winter Spectacular

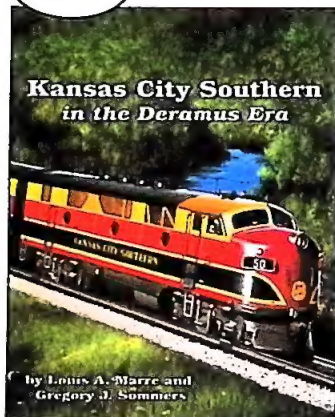
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Kansas City Southern in the Deramus Era

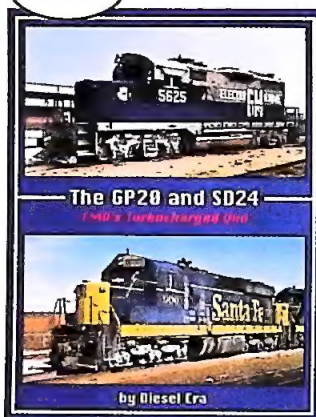
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232 pages • 500-plus photos • Roster data • Maps • Hardcover with dust jacket featuring a painting by noted railroad artist Mike Danneman

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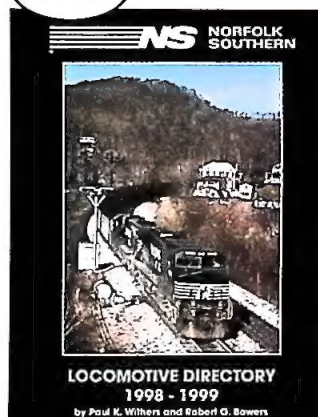
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Norfolk Southern Locomotive Directory 1998-1999

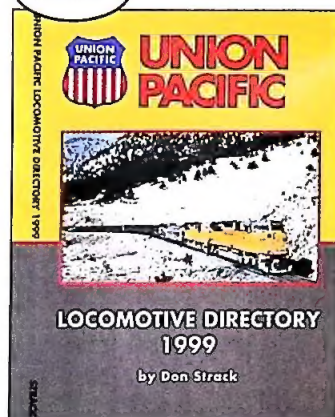
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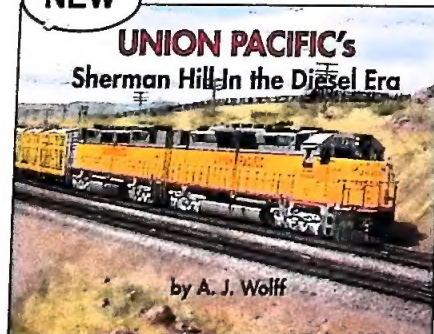
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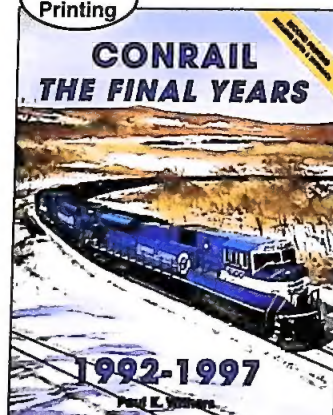
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Photographs by Leo Marx

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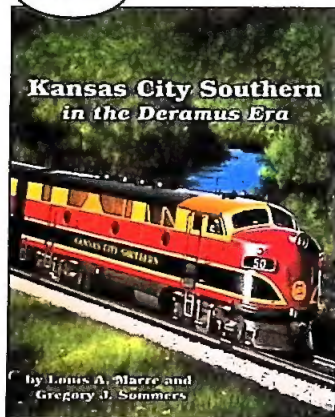
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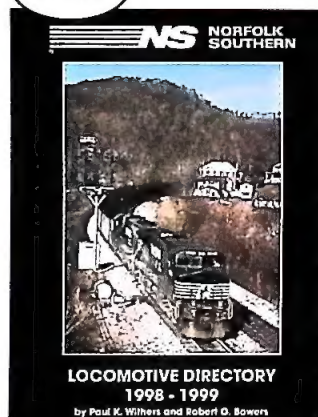
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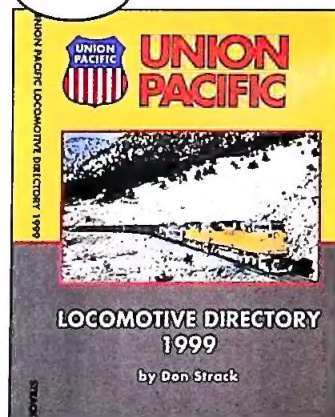
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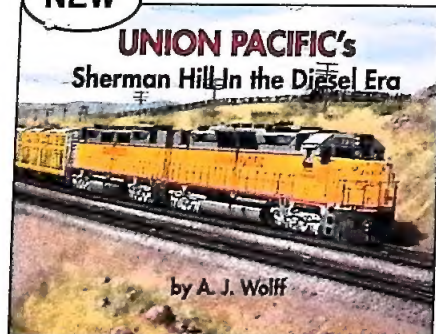
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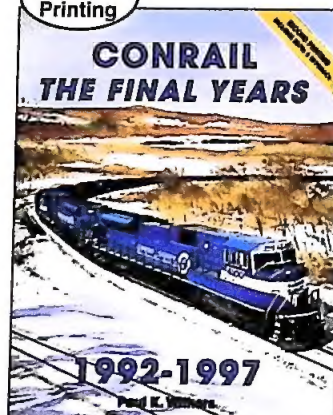
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on the cover

California Western Railroad GP9 No.64 leads a westbound afternoon excursion train over the Noyo River in Ranch, California. Join Larry Cantrall as he details the operations of this interesting rail line which provides freight, passenger and even mail service to remote areas in northern California, beginning on page 30. Photograph by Larry Cantrall.

From the Publisher's Desk: Rutland Memories

It doesn't seem possible that half a century has passed since my weekend rail jaunts to Vermont with Johnny Krause in his big Hudson. Usually he would drive at my place on a Friday night for dinner and afterward we would head north. This time we left very early in the morning and headed to Chatham, New York, for the annual run of the *Chatham Exchange Club Special* from Chatham, the southernmost point on the Rutland Railroad, to Rutland, Vermont. I was using my 4x5 Speed Graphic and my Bell & Howell 8mm windup camera loaded with Super X black & white film.

It was a beautiful October 1, 1951, day; Vermont was at its finest. We arrived in Chatham with ample time to get some nice shots of Rutland No.93, a handsome beast outshopped by Alco in 1944 which boasted white-rimmed drivers and a white-edged catwalk. A large sign on the engine's nose proclaimed "*Chatham Exchange Club Special*." The train carried ten truss-rodded coaches, a combine, two baggage cars and two cabooses. Several cars carried large, white-cloth *Exchange Club* signs, and many of the cars waved strips of taped-on paper which looked suspiciously like Scott tissue. Krause and I got our shots of the train leaving and scooted on up to Bennington, Vermont, where the right of way curves within sight of the Bennington museum and monument.

The train's first stop was at Manchester, where No.93 took on water. Even back then, the long Manchester depot had a sign which read "Manchester Ski Center." This was long before interstate highways would open up the Granite State to hordes of people eager to hit the slopes. We got several additional action shots between Manchester and Rutland of No.93 loping along easily with her consist.

Rutland once boasted an archetypal brick roundhouse with shops, ash pits and a coaling tower, virtually everything needed to keep rolling stock and motive power in running order. No.93 had no sooner ridden the turntable than an immaculately groomed Rutland 70-series 4-6-0 pulled out for Bellows Falls with a combine and a Boston & Maine American Flyer coach, the latter continuing on to Boston. On another trip Krause and I visited Bellows Falls, arriving around 3:00 a.m. The old Crayco Hotel was comfortable enough for two railfan types, and all night we could hear trains and switchers shuffling about. Sandwiched in between the Rutland truss bridge and the B&M-Central Vermont truss bridge was the old wood four-stall Rutland roundhouse with its Armstrong turntable. An ancient ball signal controlled trains on the B&M and you could count on seeing Central Vermont freights headed by Canadian National Alco-style diesels. Rutland coaches could often be found spotted next to the depot, and across the tracks was a wooden coaling tower with ashpit. The roundhouse usually housed an 0-6-0 and perhaps a 2-8-0 and 4-6-0.

In rocky financial condition for some years, the Rutland finally fell victim to a strike from which it never recovered. The Rutland eventually was split into three small roads: the Vermont, the Green Mountain and the Clarendon & Pittsford, which also took over operation of a D&H branch. The large Rutland engine terminal was torn down and replaced by a large shopping mall. The Bellows Falls roundhouse and coaling facility also disappeared as diesels arrived. Fortunately, the Bellows Falls station still serves Amtrak, but the line from Chatham to Bennington has disappeared.

I wish I had shot more of this very charismatic railroad that in many ways retained the charm of railroading of the 1920s era. The Rutland was quite a road.

Handwritten signature



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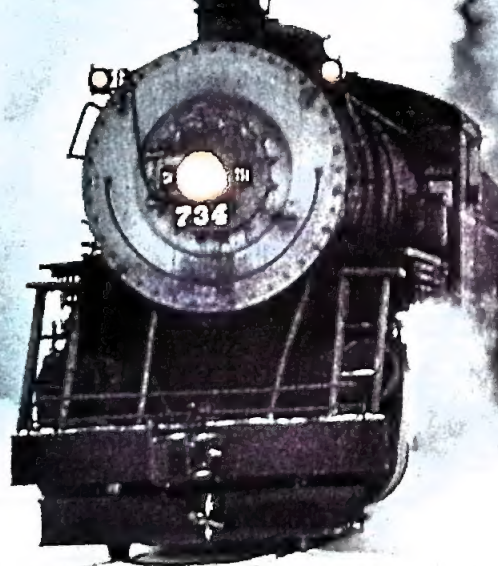
Western Maryland Winter Spectacular



NOTHING CAN quite match the thrill of steam on a cold winter day, and for three days in January, appropriately-named Frostburg, Maryland, was the place to be. On January 14-16, 1999, the Western Maryland Scenic hosted a winter photo freight spectacular, organized by Carl Franz. Power for the trip was WMSR 2-8-0 734 (ex-Lake Superior & Ishpeming 34) painted in Western Maryland's fireball colors.

Originally planned as a one-day event, Northeast fans of steam in winter quickly snapped up all the tickets available for Saturday. A Friday trip was added and also quickly sold out. And to ensure that everything was ready for the event, a low-capacity trip was planned for Thursday to check out the railroad.

Luck was with the photographers on this trip, as the winter of '98-'99 has been unusually mild. In fact, as of mid-February, the only weekend that has seen snow on the ground along the WMSR was the weekend of the charter. However, the weather created many problems, graphically demonstrating why many railroads do not operate steam in the winter. An ice storm hit the Northeast on the eve of the Thursday trip, making the trip to Cumberland (the eastern terminus of the WMSR) an arduous affair for most. By the time the railroad got the ice melted off the switches and chipped off the freight cars, much of the morning had passed. Once going, though, the trip was spectacular, with about 25 photographers riding the caboose. Photo stops were held at places where there wouldn't be enough room to unload the 80 passengers booked for each of the next two days, including the west portal of Brush Tunnel. Alas, ice in the flangeways at a dirt crossing derailed the lead truck of



by
Steve Barry

BLASTING OUT OF BRUSH TUNNEL, Western Maryland 734 performs a runby on January 14, 1999 (left). To get the maximum smoke effect, the locomotive was backed just inside the tunnel and started upgrade from there, producing a dramatic plume.



WESTERN MARYLAND 734 was watered by Mike Manwiller at the station in Cumberland, Maryland, on January 15, 1999 (left). During the three-day event, the sun was the most favorable on January 16th. A favorite location for runbys throughout the winter spectacular was Helmstetter's Curve west of Cumberland (below). The low sun provided for some stunning backlit and sidelit smoke as evidenced by 734 storming upgrade near Sunnyside (bottom). The photo line was preparing to shoot yet another spectacular runby at Sunnyside (inset).



Photography by Steve Barry; night photo lighting by Steve Barry, Fred Jones and John Tully



the Consolidation, bringing the trip to an end as darkness set in. After rerailling the locomotive, the WMSR crew ran a light diesel all the way to Frostburg to make sure all was ready for Friday.

Unfortunately, another major ice storm swept through the region early Friday morning, once again freezing switches and equipment. The scheduled 7:45 departure time came and went, and it wasn't until 10:15 that the train of eight freight cars, a caboose and two rider coaches left Cumberland.

Once again, spectacular runbys were held, but once again, the bad weather provided an operational headache. As the train ran high above Mount Savage, ice on the rails brought 734 to a slippery stall. Leaving the passenger cars behind, the freight was run to a siding at Switch No.9, the point where WMSR's trackage leaves the WM right-of-way and follows the Cumberland & Pennsylvania into Frostburg. After returning to pick up the coaches, the train completed the run to Frostburg.

The trip on Saturday the 16th went much smoother. Not only were there no ice storms during the night, but the sun made an all-day appearance for the first time. The low light highlighted the nooks and crannies of the spectacular (there's that word again) plume from 734, making the runbys without light on the nose just as dramatic as the full three-quarter-lit shots.

Alas, money has been appropriated by the State of Maryland to put in a hiking trail adjacent to the WMSR right-of-way all the way from Cumberland to Frostburg, complete with fences. The 1999 winter trips may have been the only chance for photographers to capture pristine scenes along the old Western Maryland one final time. But for those fortunate to be there, these trips were — well — spectacular! Thanks must go to Ed Kemmet and the crew of the WMSR who put in long, long hours to make a memorable event. ☞

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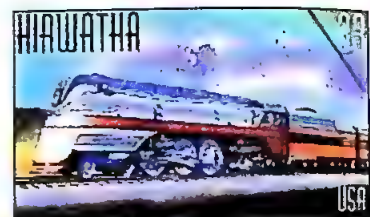
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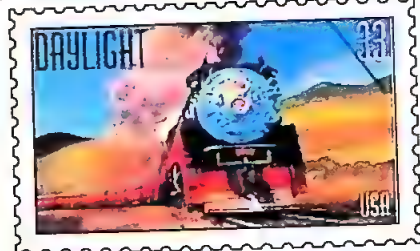
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STREAMLINED STAMPS



AMONG THE OFFERINGS for 1999 at the United States Postal Service is the *All Aboard* series of 33-cent stamps. The set, a tribute to railroading and industrial design, includes five images. Ted Rose, one of the best-known artists in the railfan community, was asked to provide original paintings, and he did so in his trademark watercolors. The stamps are beautiful.

The trains depicted are New York Central's *20th Century Limited* with its Dreyfuss-designed Hudson departing Chicago; the Milwaukee Road's Kulher-designed *Hiawatha* with an F7 Hudson-type; Southern Pacific's *Daylight* 4-8-4 in the California countryside; Pennsylvania Railroad's *Congressional*, pulled by a Loewy-streamlined GG1 and Santa Fe's *Super Chief*, pulled by an E1 diesel wearing Leland Knickerbocker's warbonnet paint scheme, the most famous of all diesel liveries. The gummy side of the stamp will include a brief description of each train, locomotive and designer.

The trains depicted were chosen both for their geographic diversity, and because they represent some of the country's best-known streamliners. Each is an icon of the era; the image of the Dreyfuss Hudson is likely the most famous of all, and is still used to represent the streamliner era in many advertisements and logos. A five-stamp series could not possibly cover all of the famous streamliners, and the USPS says that it may revisit this topic in future offerings, though nothing is official.

When the USPS first explored the concept of using streamliners for a stamp series, it contacted Smithsonian Institution Curator of Transportation

William L. Withuhn, who has worked on previous USPS railroad offerings. It was Bill who suggested adding the locomotive designers to the 4-4-0 series of 29-cent stamps issued in 1994. Withuhn suggested using Ted Rose, and he and Ted worked out the details of each image. Other historians, such as Dan Cupper and yours truly, were enlisted to double check the technical accuracy of both the paintings and the accompanying text.

The *All Aboard* series is scheduled for release in August; at this writing, the first-day ceremonies were scheduled for a stamp show in Cleveland on August 28th. Updated information can be found online at www.usps.gov. Stamps can be ordered through the USPS's online store at www.stampsonline.com.

Locomotives have periodically appeared on stamps since 1869, but this is the first offering to include modern steam or a diesel-electric. With the recent postal increase, the *All Aboard* series should get some longevity, unlike the 4-4-0 and *Early Locomotives* series of the past decade, which were released just before a rate increase.

Railroad museums and historical societies wishing to host a first- or second-day postal "cancellation event" should contact local post offices to make arrangements. A nicely-restored Railway Post Office cars can be the centerpiece of a most appropriate museum-based postal event. The philatelists are typically more ardent collectors (hunters?) than the railfans. Just wait to see how your museum attendance swells with a postal event — **MIKE DEL VECCHIO**.

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Steam Returns to Vermont



In August 1998, Machines of Iron traveled to Vermont to follow a special excursion as New York, Susquehanna & Western 2-8-2 #142 returned steam to Vermont when it powered passenger trains between Burlington and Middlebury. It was the first public excursion headed by steam power in Vermont since 1983, and it was reason for celebration. Join us for steam in the Green Mountain State.

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Photos by Charles J. Heraver

Not Fun

STARTING ON NEW YEAR'S DAY 1999, the Chicago area was hit with some 20 inches of powdery, fluffy snow. All forms of transportation were severely affected. Unfortunately, Amtrak experienced many problems with its fleet of Dash8-32BWH "Pepsi Cans," which are used extensively in short haul service out of Chicago. The snow was causing the traction motors to trip out and the crews couldn't restart them. The result was late and annulled trains. The Chicago-Milwaukee *Hiawatha* service suffered several days of reduced service. The Chicago Tribune reported other disruptions for St. Louis and Detroit trains.

Some *Hiawathas* used procured freight units. On January 3rd train No.333, already an hour late barely 30 miles from Chicago, picked up Soo GP38-2 4438 at Sturtevant, Wisconsin, during its station stop. On January 8th, No.333 had problems approaching Rondout, Illinois. It coasted up to the home signal, where the engineer estimated they'd be lucky to make 20 miles an hour for the remainder of the trip. After discussions with the brass downtown, the crew was directed to take a CP unit off of a sitting freight at Rondout. No.333 ran into the controlled siding, and coupled onto CP SD40-2 5946 and ran with the SD40-2 long hood forward to Milwaukee. Incidentally, the CPR had their own problems getting trains in, due at least partly to a derailment on the Belt Railway of Chicago.

By January 16, F40PH's started powering the *Hiawathas*, after being gone for over a year. Among the F40s were numbers 354, 358 and 374, still in their *Florida Fun-Train* livery. These colorful units were in stark contrast to the midwest's all-too-common grey skies. Some days both *Hiawatha* train sets had *Fun-Train* units — CHARLES J. HERAVER.



Canadian Pacific SD40-2 and Amtrak Dash 8-32 BWH 503 on Amtrak No.333, Rondout, Ill., January 8, 1999

FANMAIL



Binghamton geography

That's a real nice photo of the pair of New York, Susquehanna & Western C430's in service at Binghamton in the January 1999 RAILFAN & RAILROAD. Matter of fact, photos of anyone's Alcos in service in late 1998 are very worthwhile printing in the magazine—any magazine, but...

I think it's about time editors Barry and Kimler need to visit Binghamton and refresh their cartologic skills as to what

yard is where there. The big yellow-jackets are switching the former Erie Middle Yard as viewed from the Chenango Street Viaduct. That's the ex-Erie Mains on the right of the photo with the ex-Lackawanna visible in the upper right background (tracks 1-2-3-4 respectively).

To get to the old D&H yards at Bevier Street, follow the Iron Road around the curve to the left in the background, go north

about another half mile, cross the ex-DL&W Syracuse & Utica main at old "BX" cabin and you're at the south end of Bevier Street yards.

Matter of fact, dig through your files and look at the map in the articles Chuck Yungkurth and I penned which RAILFAN published in the Spring 1976 issue about the D&H Sharks to get your bearings around Binghamton.

J. J. YOUNG, JR.
Charleston, W. Va.

Today vs. yesterday

I read with interest Jim Boyd's "Projects" in the February '99 issue and since we are roughly the same age, I recognized his feelings — very strongly. I, too, thrilled to the railroad scene in the '50s, '60s and '70s "when all the world was young," and now find the constant parade of yellow wide cabs up Weber Canyon a bit mundane. It just is not as exciting as gas turbines and big steam. But, like Jim, there are times, places, power and railroads that still get the heart pumping. Spend the day watching the unbelievable variety of power of the BNSF work up Goffs Hill west of Needles with the desolate beauty of the Mojave Desert as a backdrop and it will stir the blood. Or marvel (again) at BNSF yellow, green, orange, red, blue/white, etc., units leading tonnage around Arnolds Loop on the old Western Pacific. It just doesn't seem like the BNSF should be there.

But while there are still memorable moments today, they are just harder to find. It all brings to mind the lyrics to an old Waylon Jennings poem:

*"They like to call me old timer.
Well, I am getting older, I guess.
But I hate all these changes,
'Cause I saw it all at its best."*

I suppose this is why articles, books and tapes of "old stuff" are in some demand these days. I also note with some pleasure that when I put on a slide show for the "Salt Lake Gang" they all (even the 20-somethings) seem to enjoy a reel of Milwaukee Road in Montana as much or more than they do a look at last summer's visit to the Craig Branch in Colorado. Today is good but yesterday should not be forgotten.

DOUG HARROP
Morgan, Utah

That's two "n's," one "t"

I enjoyed the article "Spirit, Perseverance & Success" in the December '98 R&R but I found that Linnton was misspelled many times as "Linton." Linnton is an old-time station stop but is now a part of Portland.

Bob Melbo has been doing a tremendous job with the Willamette & Pacific and the Portland & Western Railroads by rebuilding their lines in Oregon and increasing the volume of freight carried. As the Interstates and highways in Oregon have become more congested, it's heartwarming to see longer and more frequent trains, both freight and passenger, in the local area.

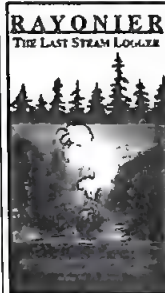
ROY E. BONN
Sequim, Wash.

Thanks

I want to thank you kindly for using my photos in the February 1999 issue. After taking over 10,000 photos in the past 50 years, it is great to see some in print in your exciting magazine.

HOMER R. HILL
Bernardsville, N.J.

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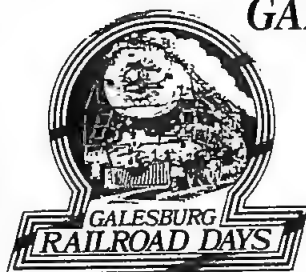
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RAILFAN EVENTS

GREAT SLAVE LAKE RAIL TOUR will run April 2-11 to Canada's northern-most standard gauge rail point in Northwest Territories sponsored by Pacific Locomotive Association and Pacific Coast Chapter R&LHS. Trip departs San Francisco for flight to Vancouver, BC. Private cars travel behind VIA's Canadian through Jasper to Edmonton, then PV's only to Hay River. Fares start at \$2975. Amtrak package from San Francisco available. For more information contact Henry Luna at 925/945-8938 weekdays.

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256; www.pa-trolley.org) will be holding the following special events. Admission is \$6 adults, \$5 seniors 65 and over, \$3.50 children 2-15, kids under 2 free (except as noted). All events include trolley rides, displays, guided tours and more.

April 3, Easter Bunny Trolley (kids fare \$4).

June 26-27, Trolley Fair.

July 24-25, Old Pittsburgh Days featuring vintage Pittsburgh trolleys.

August 14-21, take the trolley to the Washington County Fair.

ALASKA BY RAIL will run April 7-18 featuring trips on the White Pass & Yukon Route and the Alaska Railroad. Trip originates in Juneau with air option from Seattle and Los Angeles. Highlights include following a rotary snowplow on the WP&YR and private train on the ARR. Prices start at \$2345 per person. For more information contact Rolland Graham, Mountain Outfit Tours, Inc., P.O. Box 70, East Irvine, CA 92650; 800/844-3985.

MADISON, NEW JERSEY, April 10. 9th Annual Symposium sponsored by the Friends of the New Jersey Railroad & Transportation Museum at Drew University, 9am-5pm. Theme of "It's Now or Never for the Heritage Center" with presentations on New Jersey railroads, buses, trucks, canals, trolleys and ferries. Admission \$35 (includes one year membership in Friends; \$20 for current members) includes lunch and light refreshments. Information from Captain Bill McKelvey, Coordinator, 103 Dogwood Lane, Berkeley Heights, NJ 07922; 908/464-9335.

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-9600) will hold the following special events. Trains depart Flemington, N.J., at 11:30am, 1pm, 2:30pm and 4pm. Fares are \$8 adults, \$4 kids 3-12.

April 10, 11, 17 and 18, trains will operate from Flemington to Three Bridges, N.J. No regular Flemington-Ringoes trips.

May 15-16, Great Train Robbery.

July 16, Mixed train with coaches added to regular freight train. Trip departs Ringoes at 10am. Tickets \$20, advance purchase only.

July 17-18, Railroad Days '99 at Ringoes train station. Train rides, equipment displays, more.

September 18-19, Great Train Robbery.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; www.trainsunlimitedtours.com) is sponsoring the following trips. Write for a free catalog.

April 10, San Diego & Arizona Eastern spectacular.

April 17, San Diego & Arizona Eastern railroad day.

April 24, Sacramento River & Rail Steam Spectacular with Yolo Shortline Railroad and steamboat.

May 1-2, Wisconsin & Southern Rail Cruise from Madison to Prairie du Chien

May 15-30, North American Railroad Spectacular visiting Simpson Timber railroad, Stevens and Kicking Horse Passes, Cariboo steam excursion, RDC's on BC Rail, Spirit of Washington Dinner Train, Rocky Mountaineer and the Canadian.

May 22-24, Cariboo Steam Special from North Vancouver to Kelly Lake, B.C., behind BC Rail 2-8-0 3716.

September 16-19, White Pass & Yukon Spectacular '99 with four charter trains, steam to Lake Bennett.

September 17-19, New England Fall Colors Spectacular featuring Conway Scenic, Mount Washington Cog and Winnepesaukee Scenic.

September 25-26, Cumbres & Toltec Scenic Fall Colors Spectacular with photo freight, double-headed steam.

BOSTON, MASSACHUSETTS, April 16-15. Trip to Chicago via Amtrak's Lake Shore Limited. Seven nights at the same town Chicago hotel, explore the Loop, waterways and railroads. Fares start at \$1400 per person. For information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

ORRVILLE, OHIO, April 17-18. Rare mileage overnight special to Conneville, Pa., over the Wheeling & Lake Erie Railway. Fare \$159 per person includes coach ticket and deluxe motel (double-occupancy) in Pittsburgh. Tickets or information from Orrville Railroad Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm).

WISCONSIN & SOUTHERN RAILROAD is planning the following excursions in Wisconsin using the matched *Northern Pride* streamliner consist. For further information contact the Wisconsin & Southern Railroad, Passenger Department RF, 5300 North 33rd Street, Milwaukee, WI 53209-0229; 414/438-8820 ext. 221.

April 22-25, Depot Days of Green County at Brodhead.

May 8-9, Madison to Prairie du Chien for Trains Unlimited, Tours.

May 14, Milwaukee to Horicon for WISE Division NMRA.

June 12, Neighborhood Appreciation Day at Markesan.

June 19-20, Depot Days at Edgerton.

July 2-5, Baraboo to Milwaukee for Great Circus Train.

THE DOVER HARBOR Pullman sleeper-buffet-lounge car will be making the following trips from Washington, D.C., behind regular Amtrak trains. For more information contact the Washington, D.C., Chapter NRHS, c/o Henry Bielsstein, 13425 Reid Circle, Fort Washington, MD 20744-6522; 301/292-9592; dnrhts@us.net.

April 24, to Williamsburg, Va.; \$149 per person.

April 25, to Philadelphia and New York; fare \$149 to New York, \$99 to Philadelphia, \$99 Philadelphia to New York.

May 29-31, Boston Pops Weekend; fares begin at \$529.

June 15-17, to Sacramento, Cal., for Railroad and the NRHS/R&LHS Convention. Stops at Glacier National Park, Portland and Chicago. Fare \$4299 per person double occupancy, one-way and segments available.

MONTICELLO, ILLINOIS, April 24-25. The Monticello Railway Museum will operate photographers' trains featuring Wabash F7A 1189 on a freight, CNR FPA 6789 on a passenger train. Different photo opportunities each day, activities begin at

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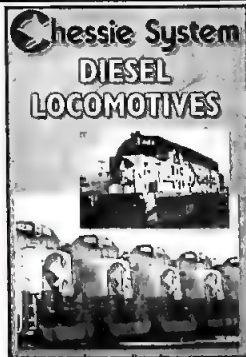
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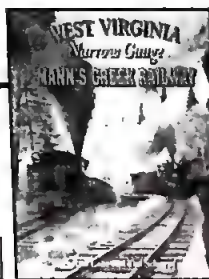
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BALTIMORE & OHIO RAILROAD MUSEUM (901 West Pratt Street, Baltimore, MD 21223-2699; 410/752-2388; www.borail.org) is holding the following special events. Contact the museum for details.

April 24-25, Live Steam Weekend featuring the Tom Thumb, Lafayette and William Mason
May 22, excursion to Williamsburg, Va.
July 21-25, A Day Out with Thomas the Tank Engine.
September 25-26, Fall Open House with special cab and caboose rides, yard switching, living history programs.

KINGWOOD, WEST VIRGINIA, May 1-31. West Virginia Northern resumes operation to Tunnelton. Trips depart at 12 noon on Fridays and Mondays, 11am and 3pm on weekends. Dinner trains and track inspection car rides also available. Fares \$15 adults, \$7.50 kids 12 and under. For more information call the railroad at 800/253-1065.

DURANGO & SILVERTON NARROW GAUGE RAILROAD (479 Main Avenue, Durango, CO 81301; 970/247-2733) will hold the following special events. Contact the railroad for details.

May 8, Dedication of Freight Yard Museum.
June 25 and July 30, Mountains by Moonlight night train.
August 27-30, Railfest '99 with moonlight train, Galloping Goose excursions, Eureka & Palisade No. 4, more.
September 25, Fall foliage train with runbys.

UNION PACIFIC STEAM will be on the road throughout May and June. UP 844 and 3985 will leave Cheyenne, Wyo., in mid-May for a seven-day trip to Roseville, Cal., for the yard rededication ceremony on May 26. Several trips for UP customers will be run between the Roseville event and the NRHS/R&LHS convention in Sacramento. The locomotives are expected to head east immediately following the convention. Except for the two convention trips (see separate listing) no trips are open to the public. The only other public trips scheduled for UP steam will be the Denver Post trip to Cheyenne for Frontier Days on July 24 with Challenger 3985. More details as they become available.

CASS, WEST VIRGINIA, May 15-16. Photo charter on the Cass Scenic Railroad with a log train (no tourist cars) each day. Locomotives will be lettered for the event. Saturday trip runs over the former Western Maryland to "Big Cut" and Beaver Creek. Sunday's trip goes to Bald Knob, night photo session Saturday. Number of photo runbys, trip capacity limited to 80 participants. Weekend fare \$165 adults, \$150 kids 5-12, optional lunch and drinks available. Tickets can be ordered from Photo Specials, c/o Carl Franz, 4704 Aspen Hill Road, Rockville, MD 20853; 310/942-6197.

RAILROADERS MEMORIAL MUSEUM (1300 Ninth Avenue, Altoona, PA 16802; 814/946-0834) will host the following special events. Contact the museum for details.

May 15-16, Horn & Whistle Festival.
June 1, Circus Day with Ringling Brothers and Barnum & Bailey Circus Train scheduled to traverse Horseshoe Curve.

CASS, WEST VIRGINIA, May 21-23. Cass Railfan Weekend sponsored by the Mountain State Railroad & Logging Historical Association. Trips on the West Virginia Central to Spruce and down Shaver's Fork of Cheat River, second trip to Bald Knob. Night photos, programs, hot lunches and more. For information contact Cass Railfan Weekend, P.O. Box 107, Cass, WV 24927; 800/CALL WVA.

HUNTSVILLE, ALABAMA, May 21-23. Annual meeting of Southern Railway Historical Association, Inc., with tours of Huntsville International Inland Center and Redstone Model Railroad Club. Yard and line tours, banquet at Huntsville depot, visit to North Alabama Railroad Museum, more. For registration and information contact SRHA, Inc., P.O. Box 33, Spencer, NC 28159.

CHESTER, MASSACHUSETTS, May 22. Chester On Track sponsored by the Chester Foundation, featuring vintage rolling stock, Amtrak and Conrail displays, live steam, granite works tour, railroadiana sales, more. Event runs 9am-4pm, free admission. For more information contact The Chester Foundation, 17 Bailey Road, Huntington, MA 01050; 413/667-8755.

DURAND, MICHIGAN, May 22-23. Steam trip to Clare and Mount Pleasant, Mich., behind Pere Marquette 2-8-4 1225 sponsored by Bluewater Michigan Chapter NRHS. Durand-Clare fare is \$99 and includes lunch at Doherty Hotel; Durand-Mount Pleasant fare is \$79 and includes transportation to Roaring Eagle Casino; side trip from Clare to Lake George is \$20. For tickets or information contact Bluewater Michigan Chapter, P.O. Box 296, Royal Oak, MI 48068; 248/541-1000 or 800/594-5162 (ticket orders only).

RAILROAD CLUB OF CHICAGO (P.O. Box 8292, Chicago, IL 60680; 847/251-2262) will host the following trips from Chicago. Contact the club for full details.

May 22, Railfan excursion to Glen Ellyn, IL, to view action along the Union Pacific (ex-C&NW) main line. Trip departs C&NW Station at 8:40am on regular Metra train. Fare \$10.

May 22, Dinner excursion to Spaghetti Station in the former North Shore station in Kenosha, Wisc. Trip departs C&NW Station on a regular Metra train at 4:35pm. Fare \$30 includes train trip, motor transportation, dinner, tip and program by William K. Shapoltkin on C&NW suburban service to Kenosha.

May 23, Excursion to the Illinois Railway Museum in Union. Trip departs Union Station on a regular Metra train at 10:30am. Fare \$30 includes rail trip, motor

transportation, unlimited rides at the museum.
June 19, Railfan excursion to Downers Grove to photograph trains on BNSF's ex-CB&Q line. Trip departs Union Station at 8:30am on a regular Metra train. Fare \$10 includes round trip to Downers Grove.
June 20, Excursion to Fox River Trolley Museum in South Elgin. Trip departs Union Station on a regular Metra train at 10:30am. Fare \$30 (\$15 for kids under 12) includes rail and motor transportation and unlimited rides at the museum.

BLANDON, PENNSYLVANIA, May 29. PicnicRail '99 sponsored by Anthracite Railway and Conrail Historical Societies, Hawk Mountain, Lehigh Valley and Pottstown & Reading Chapters NRHS and the Schuylkill Valley Model Railroad Club. Spend a day along Conrail's busy ex-Reading line on its last weekend before the Norfolk Southern takeover. Evening slide program by R&R managing editor Steve Barry. Fare \$9 adults, \$4.50 kids 3-12 includes afternoon snacks and beverages, buffet barbecue chicken dinner. Make checks payable to HMRHS and send to Phil Reppert, 17 Adele Avenue, Blandon, PA 19510.

SPENCER, NORTH CAROLINA, June 5-6. North Carolina Transportation Museum's 12th Annual Rail Days at Historic Spencer Shops. Three steam and diesel trains in operation, dinner in the diner, railroadiana sale and other family activities. Information from North Carolina Transportation Museum Foundation, P.O. Box 44, Spencer, NC 28159; 704/636-2889; nctrans.org.

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; www.rhistrail.com/frm) will be sponsoring the following events at the museum in Strasburg. Admission is \$6 adults, \$5.50 seniors over 60, \$4 kids 6-12, under 6 free, family maximum \$16. Contact the museum for details.

June 5-6, Penny Days featuring railroad artists and authors, special displays and tours.

July 2-4, Reading Days with tours, a model railroad and other exhibits.

August 12-15, Railroad Circus Days with scale model equipment of circuses.

BRYSON CITY, NORTH CAROLINA, June 12. Railroad Days at the depot featuring railroad exhibits, spike driving contest, more. For information call 800/867-9246.

ALTOONA, PENNSYLVANIA, June 17-20. Penn State 1999 Railroad Heritage Conference will feature Railroads in Art, Music & Literature. Study tours include Conrail locomotive and car shops, the Railroaders Memorial Museum and an excursion. Tuition \$440 (includes meals and double-occupancy lodging). To be added to the mailing list contact Penn State Alumni Continuing Education, 501 Keller Building, University Park, PA 16802; 814/865-5466; e-mail ACE@cde.psu.edu.

SACRAMENTO, CALIFORNIA, June 18-27. Railfair '99 at the California State Railroad Museum. Many visiting locomotives and rolling stock, including BNSF and UP diesels, Amtrak Talgo equipment and CalTrans California Cars. Visiting steam includes UP 4-8-4 844, Sierra 4-6-0 No. 3 and Eureka & Palisade No. 4 Eureka. Advance daily ticket prices are \$12 adults, \$9 kids 6-12, kids 5 and under free. Three-day and ten-day packages available. For updates, subscribe to Railfair News for \$15 (six issues). For tickets or information contact the California State Railroad Museum Foundation at 916/445-6645 or e-mail at csrmf@csrmf.org. For subscriptions to Railfair News contact CSRM Foundation, Attn: Railfair News, 111 "I" Street, Sacramento, CA 95814; 916/322-8485.

MENDOTA, ILLINOIS, June 19-20. Railroad Crossing Days at the Union Depot Railroad Museum sponsored by the Mendota Museum & Historical Society. Gandy dancer express, railroad swap booths, local artists, tours of CB&Q 4978, more. Photographic display of *Women & the American Railroad* by Shirley Burman will be at the Hume-Carnegie Museum throughout June. For information contact the museum at 815/538-3800 or the historical society at 815/539-3373.

SACRAMENTO, CALIFORNIA, June 21-26. Joint convention of the NRHS and R&LHS with the following trips. June 22, Amtrak train to Richmond, Cal., via Franklin Canyon or steam double-header on the McCord River Railroad; June 23, UP 4-8-4 844 to Tehama, Cal.; June 24, Amtrak circle excursion to Oakland and San Francisco with layover for cable cars and streetcars, out via Martinez, return via Altamont Pass; June 25, seminars and Railfair; June 26, UP 4-6-6-4 3985 to Keddie via Feather River Canyon. Registration and convention details from NRHS/R&LHS Convention, P.O. Box 8289, San Jose, CA 95155-8289.

BOSTON, MASSACHUSETTS, June 25-July 11. *Rails to the Rockies* tour via Amtrak, BC Rail and VIA. Visit Banff, Lake Louise, Jasper, Prince George and Vancouver. Fares start at \$2400 per person. For information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

RAILFAN & RAILROAD will celebrate its 25th Anniversary with a special rail excursion from Scranton to Anselmink, Pa., on July 5 in cooperation with Steamtown National Historic Site. Also power eastbound, doubleheaded steam westbound. Ticket prices, more details coming next month.

SCRANTON, PENNSYLVANIA, July 18-24 and July 25-31. Railcamp 1999 sponsored by the National Railway Historical Society and the National Park Service will be held at Steamtown National Historic Site. Railcamp is designed to provide a background in rail history interpretation, preservation and restoration, as well as transportation career opportunities and railroad operations.

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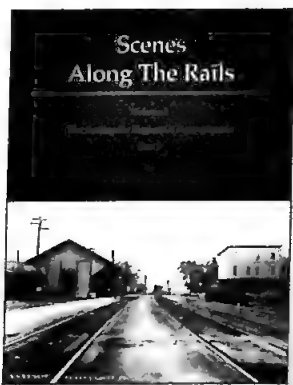
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GREAT AMERICAN TRAIN SHOW will be held at the following
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April 10-11, Edison, N.J., Convention & Expo Center.
 April 17-18, Fort Washington, Pa., Expo Center.
 April 24-25, Harrisburg, Pa., Farm Show Complex.
 May 1-2, Suffern, N.Y., Rockland Community College.
 May 15-16, Tucson, Ariz., Pima County Fairgrounds.

SUSQUEHANNA, PENNSYLVANIA, April 11. Susquehanna
 Fire Department Train & Toy Show at the Iron Horse Train
 Station, Erie Boulevard, 9am-3pm. Admission \$3, seniors \$2,
 kids under 12 free. Information from Bob Burns at 717/853-4710.

BATAVIA, NEW YORK, April 11. Genesee Society of Model
 Engineers Great Train Show at Batavia Downs Race Track,
 8315 Park Road, 9:30am-3:30pm. Admission \$3, students \$1,
 kids under 12 free. Information: Mike Pyszczyk, P.O. Box 75,
 Oakfield, NY 14125; 716/768-4578.

DEARBORN (DETROIT), MICHIGAN, April 11. Trainorama '99
 sponsored by the Redford Model Railroad Club at the University
 of Michigan Dearborn Field House, 4901 Evergreen Road,
 10am-4pm. Admission \$4, kids under 12 free with adult. Information:
 Steve Johnson, c/o Redford Model Railroad Club, P.O. Box
 40225, Redford, MI 48240; 313/565-1027.

GREAT MIDWEST TRAIN SHOW will be held April 11 and
 May 2 at DuPage County Fairgrounds, County Farm Road
 and Manchester, Wheaton, Ill., 10am-4pm. Admission \$6,
 kids under 12 free. Information: Tom Edmonds, P.O. Box
 1745, Lombard, IL 60148; 630/834-0653.

COLUMBUS, OHIO, April 17. Buckeye Railroadiana & Model
 Train Show at Ohio Expo Center (Lausche Building), 9am-4pm.
 Admission \$5, kids under 12 free. Information: Gordon Hartranft,
 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

LONDON, ONTARIO, April 17. Forest City Railway Society's
 25th Annual Slide Trade & Sale Day at Fanshawe College,
 1460 Oxford Street East, Room B1058, 11am-4pm. Admission
 \$2. Information: Ian Platt, 1240 Glenora Drive, London, ON,
 Canada N5X 2P7; 519/438-3330.

NEW BRAUNFELS, TEXAS, April 17. 12th Annual New
 Braunfels Railroad Jamboree sponsored by New Braunfels
 Historic Railroad & Modelers Society and Bluebonnet Chapter
 NRHS at New Braunfels Civic Center, 380 South Seguin Avenue,
 9am-5pm. Admission \$5, kids \$1. Information: Kermit R.
 Baese, 1285 Common Street, New Braunfels, TX 78130;
 830/625-2656.

PORT HURON, MICHIGAN, April 25. Huron Modelers 1999
 Railroad Show & Swap Shop at McMorran Place, 10a-4pm.
 Admission \$2.75, kids 14 and under \$1.75. Information: Fred
 L. Ceselske, 4049 Pine Grove Avenue, Fort Gratiot, MI 48059;
 810/385-8815 (after 4pm).

HELENA, MONTANA, April 25. 19th Annual Helena Railroad
 Fair at the Civic Center, 9:30am-4pm. Admission \$2, kids under
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 MT 59604; 406/442-6118.

ROANOKE, VIRGINIA, May 1. Spring Railfair & Model Mania
 at the Virginia Museum of Transportation, 303 Norfolk
 Avenue, 10am-5pm. For information call 540/342-5670 or visit
www.vmtl.org.

TIMONIUM, MARYLAND, May 2. Transpo '99 Baltimore
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 just off I-83, 10am-4pm. Admission \$5, kids 12 and under free.
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WINSLOW, NEW JERSEY, May 2. Great Winslow Junction
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 with adult. Information: Bill Powell, 306 Broad Street,
 Williamstown, NJ 08094; 609/728-1327 (until 9pm).

PHOENIX, ARIZONA, May 15. Everything Railroad Spring
 Swap Meet sponsored by Sahuaro Central Railroad Heritage
 Society at Postal Workers Recreation Hall, 3720 West Greenway
 Road, 9am-1pm. Admission \$4, kids 12 and under free with
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STROUDSBURG, PENNSYLVANIA, May 16. Spring Train &
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 NRHS at Stroudsburg High School, 1100 West Main Street, I-80
 exit 48, 9am-2pm. Admission \$3.50 adults, kids under 12 free.
 Information: Clay Colefield, Train Show Chairman, 4 Fairview
 Avenue, Mount Pocono, PA 18344; 888/421-6947.

SAN RAFAEL, CALIFORNIA, May 23. Great Western Train
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 Circle, Suite 199, Larkspur, CA 94939; 415/641-6844.

ILINESIDE LEGACY

by JEFF TERRY

Steam at Stone Mountain

CHANGES ARE IN STORE for Georgia's
 Stone Mountain Scenic Railroad,
 which fell on hard times during the 1980s.
 At one time the premier tourist railroad in
 the Southeast, today the SMSR is far
 removed from what it was during the 1960s
 and '70s, and steam trains haven't operated
 at Stone Mountain for nearly 15 years.
 Fortunately, the line now has a new operator,
 and renewed hope that steam will make a
 comeback.

One of the longest-running tourist railroads

in the United States, 1999 marks the 37th
 year of operation for the Stone Mountain
 Scenic. The railroad first opened for business
 in 1962, when a five-mile loop track was
 laid around Stone Mountain, a large mass
 of exposed granite that features a huge
 relief carving of Civil War generals on its
 face. The SMSR was one of dozens of tourist
 railroads to spring up in this era and, like
 most, catered to the tourist rather than the
 railfan or history buff. Billing itself as "The
 Route of the Great Locomotive Chase," the

Stone Mountain Scenic capitalized on the famous 1863 Civil War skirmish between the Western & Atlantic's *General* and *Texas*, when it acquired and modified two 1920s 4-4-0s in an ill-fated effort to replicate the classic lines of the originals. To haul passengers, several C&NW coaches were purchased and modified to represent cars of the "antebellum era."

Even though they've been "backdated," the Stone Mountain 4-4-0s are unique. The pair was once part of Paulson Spence's Louisiana Eastern Railroad, a Southern short line that rostered 30 steam locomotives of various origin. Unfortunately when Spence died in 1961, most of the collection was quickly scrapped, save for a handful of engines which found careers on tourist lines (Reading & Northern's ex-Gulf, Mobile & Northern 4-6-2 No.425, Wilmington & Western's ex-Mississippi Central 4-4-0 No.98, and the Stone Mountain 4-4-0s).

Locomotive No.104, christened the *General II*, is the smaller of the 4-4-0s owned by Stone Mountain and was built by Baldwin in 1919 for the Red River & Gulf Railroad. No.104 worked in and around Long Leaf, Louisiana, for over 30 years before being purchased by Spence in 1950, becoming the pride of his fleet and maintained in top condition, first as Comite Southern No.1 and then as Louisiana Eastern No.1. When the locomotive arrived at Stone Mountain in 1961, it was converted from coal to oil and given a makeover that included a fake box headlamp, diamond stack, brass boiler bands and red drive wheels. To top it all off, the cab and the tender were painted yellow, with huge, raised Stone Mountain Scenic lettering and Dixie flags flying on the pilot.

The other 4-4-0 at Stone Mountain is No.60, one of the most modern American-type locomotives to be preserved in the United States. Outshopped by Baldwin in 1922, the locomotive worked first for the San Antonio & Arkansas Pass Railway, but later saw service on Southern Pacific subsidiary Texas & New Orleans where it was numbered 220. Purchased by the Louisiana Eastern in 1954, the engine was numbered 2 and operated there for many years before being moved to Georgia for tourist duties. Given the name *Texas II*, No.60 received the same tourist modifications as No.104 and entered service at Stone Mountain in 1962.

While the Stone Mountain Scenic was a hit with the public, railfans balked at the gaudy tourist paint and decorations. The backdating effects might have worked better had the locomotives not been so modern in design — Baldwin outfitted both 4-4-0s with piston valves, Walschaerts valve gear, modern-style steam and sand domes, power reverse and electric lights. When combined with the 1860s-era stack and headlight, this created a very odd-looking machine indeed.

For six years the 4-4-0s were the only power on the Stone Mountain Scenic; they chased each other around the mountain exclusively until 1967 when the line acquired a former Illinois Central 0-8-0, No.3525, from the Empire Coke Company. Converted to an oil burner by SMSR shop forces, the chunky switcher was operated only briefly before being sold off to outside interests (Interestingly, the 3525 didn't receive any backdating and was kept in an Illinois Central livery during its brief stay in Georgia.) Later No.3525 was acquired by

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the North Carolina Transportation Museum, which swapped it for a Southern Railway 2-8-0 long on display in a Winston-Salem city park. Today No. 3525, disguised as a Southern 0-8-0, is a static display in that same park.

In 1970 a fourth steamer was purchased by the Stone Mountain Scenic, 2-6-2 No.110, which had gained fame on the Cliffside Railroad through the photos of Beebe and Clegg. Before it was acquired by the SMSR, the 1927 Vulcan operated for the Swamp Rabbit Railroad at Cleveland, South Carolina, where it received the customary tourist modifications (stack and headlamp). It arrived at Stone Mountain in essentially ready-to-run condition, receiving only a quick paint job and the name *Yonah II* before it was put to work. During this time, the SMSR also purchased its first diesel, a former Boston & Maine SW1, which was modified to look like a baggage/mail car to help out the steamers on heavy days.

The railroad operation continued essentially unchanged until 1982 when the private company that operated the SMSR sold it to the State of Georgia and the Stone Mountain Park Authority, then things began to go downhill. The steamers, which had previously been well maintained, now showed signs of fatigue, and the diesel, once used only for "help," now started pushing them around the loop (the steamers themselves were only boiling enough water to blow the whistle). Some repairs to the engines were made but, finally, steam at Stone Mountain died altogether. First to go cold was the Vulcan 2-6-2, which literally fell apart one day in the fall of 1984 as it was being pushed around the loop by a diesel. Coming down the 2.5% grade into the depot, the bottom crosshead guide dropped due to a crack in the support at the cylinder head. When it fell, the crosshead struck the connecting rod on the No.1 drive wheel causing considerable damage and removing the engine from service. The next to go was the *Texas II*, and finally the *General II* in 1986. After this, the locomotives were shoved, dead, by the diesel, with air piped up to the whistle in an effort to make them look "live," but in time even this practice was discontinued and diesels took over all of the work.

During 1988 there was some renewed interest in the SMSR when the now-defunct New Georgia Railroad built a connection between the Stone Mountain loop and the CSX main line. For several years New Georgia dinner trains looped the mountain before their return to Atlanta, but this ended when the New Georgia went out of business in the mid-1990s.

Now, in 1999, there is a possibility that steam will return to the rails of the SMSR. The railroad and all the other entertainment venues that surround Stone Mountain were

privatized in 1998; the new owner/operator is Silver Dollar City, Inc., an amusement company that operates steam trains at their parks in Branson, Missouri, and at Dollywood in Pigeon Forge, Tennessee. So far, Silver Dollar City's most visible accomplishment in getting the railroad back in shape has been the restoration of Southern FP7 No.6143, acquired by SMSR from the New Georgia several years ago, to its original colors.

According to Kevin Wood, former SMSR shop foreman, all three of the steamers will require a complete rebuild if they are ever to operate again. The worst of the lot, the Vulcan 2-6-2, was cosmetically spruced up and placed on display at the depot in 1995. The two 4-4-0s are in various stages of disrepair and are usually kept in storage, but from time to time the *Texas II* is placed on the front of a train and pushed around the loop with a GP9. Wood points out that the pistons and valves were removed when the park made the decision not to steam the locomotives in the late 1980s; this prevented scoring to the cylinders, which would have happened had the pistons been left in place. Unfortunately, though, the boilers are in rough shape, the running gear is in need of rebuilding and both need new tender trucks as the original arch bars were replaced with Bettendorfs years ago, creating problems with the height of the tenders. Compounding the problem is that the engines are stored outdoors, exposed to the elements, instead of under cover where at least they would have some protection.

Although both the *General II* and *Texas II* need quite a bit of work, it is hoped that Silver Dollar City will realize the potential of the railroad and make an effort to return the steam locomotives to operation. The Stone Mountain Scenic operates from early March through Labor Day, leaving from the depot many times each day for a 25-minute ride. The depot is located 16 miles east of Atlanta off of U.S. 78. You can contact the railroad at P.O. Box 778, Stone Mountain, GA 30086 or call 770/498-5615. Thanks to Kevin Wood for help with the Stone Mountain information.

Southern Pacific 794

Another steam locomotive was on the move in January 1999, this time former Southern Pacific 2-8-2 No.794, which is owned by the city of San Antonio, Texas, and has been on display in Maverick Park for the past 42 years. Built by Alco in 1916 for SP subsidiary Texas & New Orleans, the chunky Mikado worked on T&NO lines around San Antonio for most of its career before being retired in 1956. When the Sunset Station Group developed an entertainment project in San Antonio that included the restoration of the 1902 T&NO/SP depot, they requested No.794 for display. On Sunday, January 24th, two cranes lifted the 794 out from behind a chain-link fence in the park and placed the locomotive on a heavy flat-bed truck for the two-mile move to the depot. Power lines and traffic lights along the route had to be raised up to allow the locomotive to pass underneath, but the entire move was completed by late afternoon without incident. With No.794 now safely at its new display site, Sunset Station Group has pledged to maintain the locomotive and make it more accessible to the public than it was in the park. Security personnel on site will guard against any vandalism. No.794 appears to be in relatively good condition,

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and is one of few park engines that has been maintained regularly by the city that owns it. The locomotive is one of four T&NO class MK-5s that escaped the scrapper's torch, the others being No. 771, on display in Victoria, Texas; No. 786, which operates excursions out of Austin over the rails of the Austin & Texas Central and No. 745, which is undergoing restoration by the Louisiana Railway Heritage Trust at Jefferson, Louisiana. A fifth engine, No. 743, was displayed at a Lafayette, Louisiana, park until it was scrapped in 1970.

Traction notes

Baltimore streetcar No. 1050 is celebrating its centennial. Not too many streetcars are 100 years old and still operating. The Baltimore Streetcar Museum is No. 1050's home. The car is put into service at the museum from time to time, although its restoration work is not complete. Readers now have another reason to visit Baltimore. Thanks to Walter Cherivitch for the news.

Thanks to a loan from the Branford Electric Railway Association/Shore Line Trolley Museum at East Haven, Connecticut, the oldest New York City rapid transit car has joined the collection of the New York City Transit Museum. The car was built in 1878 as Manhattan Elevated Railroad Company passenger trailer No. 41. The car served until May 1955 and is now called "Money Car G." The venerable car is on long-term loan to New York. For more information contact the New York City Transit Museum at 718/243-8601.

Fort Collins Municipal Railway Society's hard-working Birney No. 21 is getting new wheels. They will be cast from a recently found 24-inch pattern, and will then be machined to specifications. While car No. 21 is out of service, extra maintenance will be carried out, including repacking the motor bearings, replacing journal bearings, hydrostatic testing of the air tank, inspection and lubing of all undercarriage components, and a new set of brake shoes. The Fort Collins Municipal Railway Society can be reached at PO Box 635, Fort Collins, CO 80522. It is a must place to visit in the summer if you happen to be in Colorado.

The Orange Empire Railway Museum (P.O. Box 548, Perris, CA 92572-0548) has acquired Pacific Electric 1299. It is the only remaining examples of the 1200 class of PE steel interurbans. This Big Red Car was retired in 1956 and purchased for scrap value by Walter Abbenseth and Norman Newcomb in 1958. The car was at the Los Angeles County Fair Grounds in Pomona for 40 years. It is one of 22 steel cars ordered in 1914 from Pressed Steel Car Company for use on the San Bernardino line.

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THE ENGINEER'S SEAT

by THOMAS D. DRESSLER

The flaming Alco

I WAS WESTBOUND out of my home terminal of Portsmouth, Ohio, on the Columbus District of the Norfolk & Western on a very warm August afternoon and was pulling a very heavy, 193-car, 21,708 gross-ton hopper train loaded with some of West-By-God-Virginia's (and the world's) finest mountain product — high-grade, semi-bituminous black diamonds. Another coal train had left town about 35 minutes before, and another was called an hour and 15 minutes behind me. (I often wondered, considering how many coal trains were run west out of Portsmouth, just how there could be any of West Virginia left, and my consideration did not even figure in the coal that went east on the N&W, or how much was hauled out by the Chesapeake & Ohio, Virginian and other area roads.)

My motive power for this trip was SD35 No.1535, SD45 No.1777 and one of the old junker, plum worn-out, Alco RS11s, No.327. Thank goodness the Alco was the trailing unit or, running long hood lead, we would have had to smell the fumes all the way to the Joyce Avenue terminals in Columbus. There we would be relieved and the train would be relayed on to Bellevue by a Sandusky District crew and thence towards the steel mills at Gary, Indiana.

The SD35 was fresh out of the N&W's Roanoke Shops following a complete overhaul and the paint smell was formidable — thank goodness we could keep the windows open to alleviate the odor. It was rather ironic that the 1535 was my lead unit as I had toured the locomotive shops just the week before and the 1535 was there for her seven-year rebuild.

When going through my locomotive consist — no, most certainly not "lashup" (true railroaders at that time did not refer to a locomotive consist as a "lashup") — for my inspection before leaving the ready track, I had noticed the RS11 was a filthy mess and that most of the top area of the long hood carbody appeared to have a not-uncommon, thick coating of grime and gunk on the outside — I dared not even open one of the doors to peer inside lest I brush against something and get my clothes dirty. However, I took no exception to the mess; it was normal for an Alco. To make a thorough inspection as required by our operating rules, I really should have looked inside to check the oil and water levels of the prime mover (diesel engine) but didn't do so, thinking I could squeeze by with no problem.

In those days, westbound coal trains out of Portsmouth usually doubled together three tracks out of the West Yard to build the train, and then made an initial terminal air brake test as required by federal law. Westbound coal cars were individually weighed and classified over the hump at Portsmouth. (Now, however, westbound coal trains come into Portsmouth from the coal fields in the Williamson, West Virginia, area already assembled, having been weighed on the weight-in-motion scales at

Prichard. The power remains attached as they are fueled, the crews are changed, and they go!)

After leaving Portsmouth, the train was running pretty well and she got up to about 42 or 43 miles per hour through a couple of the dips between Portsmouth and Waverly. However, on the upgrades, the entourage would drag down to 28 or 30 m.p.h. and on the hard pull at MP-639, she dropped to about 23 or so. I figured that even though the CR-10 wheel report copy given me by my conductor showed almost 22,000 tons, it was in reality probably more, as there had been heavy rains in the Williamson area and that always added to our tonnage as it took several days for the water to drain down through the coal and out the bottom of the cars.

Three or four times while looking back to inspect my train between Portsmouth and Lunbeck, which is just south of Chillicothe, I did notice some thick, black smoke emitting from unusual locations of the upper carbody of the Alco, but saw no flames. And after all, the old RS11 clunkers typically did smoke up the countryside rather nastily, so, again, I took no exception. However, the head brakie had commented a couple of times about the excess smoke.

After easing down a little on the throttle to keep her right on the speed limit of 35 m.p.h. through the city of Chillicothe, I opened them wide as I crossed the Baltimore & Ohio diamond and settled down for the long, one-hour run up the ten-mile Kingston Hill grade that lay before me. As soon as the entire 193 hoppers and caboose were on the grade, speed dropped to 11 or 12, and I knew that would be the best I could do until I hit the short flat area between Delano and Kinnikinnick (pronounced "Kinny-Kin-Nick") where I might get them up to 17 or 18 before hitting the ruling grade westbound for the Columbus District when it would again drop to about 11. (The ruling grade for a district of a railroad is that section which will restrict a train more than any other portion. Determined by the engineering department using the grade percentage along with such factors as curvature, the ruling grade is not necessarily the longest grade or steepest section.) On the Columbus District, the ruling grade westbound was between mileposts N-663 and N-664, a short, curving piece of 0.32% grade. I realize this might not seem like a very stiff grade to some, but one must recall we were running very heavy coal trains of between 190 and 200 cars with gross tonnage in the neighborhood of 20-to-22,000 tons. No matter how you cut it, that was some pretty heavy haulage for a short, steep, curvy section of track. (Incidentally, the Norfolk Southern now operates some westbound coal trains out of Williamson, West Virginia, through Portsmouth and on west up Kingston Hill with 225 cars and a gross tonnage of 26,000 tons, pulled by three six-axle units.)

As I rounded the curve at N-657, and

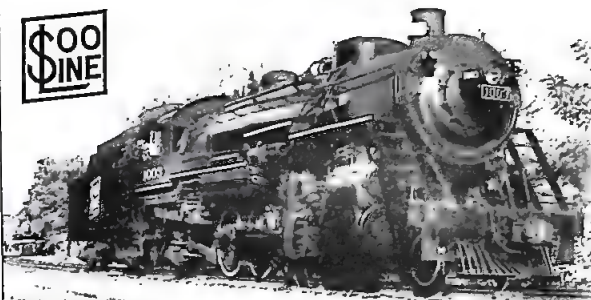
passed under the Chesapeake & Ohio's Northern line, I looked back over my train again and realized the old Alco was smoking moreso than before, and every once in a while I could see an bright orange lick of flame shoot out from behind one of the carbody air filters or a cracked body seam in the top of the unit. It appeared that some of the gunk and soot buildup inside the carbody had reached the flash point and the slow speed was not moving enough air through the body to quell the flames. The train was pulling okay, and no alarm bells were clanging in my ears, so I decided to keep going until things became worse. (In a multiple-unit locomotive lash-, lashu-... — oops, I almost said that terrible word myself — consist, there are alarm bells that ring to warn the engineer in the lead unit of some problem in any or all of the units in the consist). Again I looked back and flames were shooting several feet in the air above the poor old product from Schenectady, New York, but still no bells were broadcasting any problem with the operation of the RS11.

It was against my religion to stop the train on the hill, as I as pretty sure I would not be able to restart it because of the heavy tonnage, especially if the Alco died or had to be shut down. Rather than suffer the indignation of having to be pushed away by the following crew, I decided to let it all hang out and keep going. Not only would being shoved up the hill "stick" or "stab" my crew and result in our being on duty that much longer, it would also delay the crew of the coal train behind us as they would have to cut off their train at Renick (Chillicothe) and run up behind us for the shove.

Instead of stopping, I figured I'd just put the fire out myself. I put the head brakie in the engineer's seat to blow the whistle at grade crossings and work the crew call safety device while I grabbed the fire extinguishers from the head two units, and made my way back to the junker. I emptied both of the extinguishers on the Alco in an attempt to extinguish the flames, but the results were futile. I could not reach the extinguisher in the Alco itself as the fire was in the short hood and I was not about to thrash my way through the smoke and flames to get to the storage compartment therein. It would not have made much difference anyway, so I returned to the relative comfort of the engineer's seat in the lead unit and tried to forget the mess just 13-plus axles behind me.

As we "smokeily" neared the Delano Road crossing at milepost N-662, I could see a fire truck stopped at the east side of the tracks with all of the red emergency warning lights flashing and three firemen, in all of their heavy, protective firefighting regalia, standing at the ready to extinguish the filthy black, flaming Alco! I assumed someone at trackside had called them and reported an "engine on fire on the N&W coal train that just passed here."

As I passed the volunteer firemen, I waved to them, but did not touch the throttle, and shrugged my shoulders and put out my hands in an "I can't believe it gesture." The poor guys were waving back and hollering and screaming for me to stop and let them perform their required duties. I looked back at them one more time and, while two of the guys showed deep consternation, I do believe I saw one of them give me a thought-provoking, single-fingered salute just as the thick, filthy smoke engulfed them.



William Rana photo

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As I neared the top of the Hill, the dispatcher at Portsmouth called me on the radio and asked why I had not stopped for the fire department. I told him I had checked out the situation, and that everything was under control. The unit was running perfectly and that all that was burning was the soot buildup on the carbody. He more or less accepted my explanation, but did instruct me in no uncertain terms to call Portsmouth on the ground line as soon as I arrived at Joyce Avenue.

After I went over the top of the hill, the now faster-moving air killed the flames and before long the speed picked up, too. Much as the brakie was not qualified to operate the train, I ventured back one more time to check the Alco, and both the inside and outside of the long hood of the carbody were no longer covered with soot, gunk, etc. They were relatively clean, at least compared with when I had left Portsmouth.

The remainder of the trip to Columbus was routine — if one can call handling a 22,000-ton coal train routine — with no other problems. Now that I think about it, I suppose it was routine, as we did it every day.

(Since I like to make my columns educational as well as entertaining and we're mentioning gross train tonnage, a little lesson might be in order here. About this time, I was out in St. Louis, Missouri, and rode the E-units of an "Amtrap" passenger train to Chicago. While discussing operations with the engine crew, I mentioned some of the heavy coal trains we handled, and neither the engineer or fireman could believe a 20,000-plus-ton coal train. They said the longest freight train they ever ran was about 110 cars in the 8-to-9,000-ton range or thereabouts.)

As I detrained from the lead unit, the outbound engineer and conductor were looking back at the Alco and asked, "What happened to the junker back there," to which I replied, "She got just a little heated up on me but she never quit pulling!" I passed along to him the fact that the speedometer was about two m.p.h. slow at 41 m.p.h. (engineers are required to check their speedometers against the markers of the prescribed test mile on each district and, as a courtesy to the outbound man, give him the details of any discrepancy), and that the train ran pretty well, all things considered. They bid me farewell and the hogger and head brakie climbed up on the lead unit while the conductor and flagman waited at trackside to watch their train roll by and catch the caboose.

As I entered the yard office, the yard master said "Tommy Overspeed," what have you done now? The chief dispatcher wishes to chat with you." I dialed the chief and he was just a little upset — yeah, sure, just a little — he was ready to ream me out for not stopping for the fire department, but he settled down when I told him why I had kept running and that other than some scorched paint, the Alco was in fact in better shape than before. At least it would not catch fire again because of soot buildup in and on the carbody. He then told me the fire department involved had called the freight agent at Chillicothe, who in turn had reported to him, and raised holy heck because I had not stopped to let them extinguish the "raging fire" which was "about ready to destroy the train."

Yes, the 327 was "one hot baby" that afternoon, and she really earned the title of the Flaming Alco!

RAILROADIANA



What's new?



Northeast Railfan Timetable No. 2, edited by John Krattinger, published by the Conrail Technical Society, P.O. Box 7140, Garden City, New York 11530-7140; 276 8 1/2" x 11" pages, softcover; \$25.00 postpaid.

As most railfans are aware, employee timetables are a terrific resource to have on hand while out in the field. They can help you find such things as the locations of passing sidings, defect detectors, junctions, speed restrictions and a plethora of other information that can simplify the "hunt." The problem is, since they're not "public" documents, they can be hard to come by, or very expensive if you do find them (ever tried to find a recent Kansas City Southern ETT at a train show, for example?). To remedy this, several sources have been publishing "railfan timetables," which take the information from employee timetables and boil them down into book format for easy trackside use at a reasonable price. The Conrail Technical Society is one organization that

has been publishing such material, and their latest, the *Northeast Railfan Timetable #2*, is now available.

The second edition of the *Northeast Railfan Timetable* is a no-frills affair. You won't find photos, or color-coded maps or chasing tips. What you will find is solid, basic information taken directly from the employee timetable pages of the railroads covered. In this case, that includes Amtrak's Northeast Corridor, Conrail's Philadelphia and Albany Divisions, CSX's Baltimore and Cumberland Divisions, SEPTA, NJ Transit, Metro-North, the Long Island Rail Road and some of the harder-to-come-by roads — D&H, Susquehanna and Reading & Northern. All of the appropriate station list/track chart pages are included, along with relevant special instruction pages.

All in all, it's an indispensable trackside guide that any active railfan photographer will find useful, and it's certainly cheaper and more convenient than trying to purchase employee timetables for each of these roads. That's not to say that this volume is perfect; while there's a wealth of information here, there is one drawback that CRTS should keep in mind next time around: The pages are not numbered, and therefore there is no table of contents. This makes finding what you need a bit more difficult — which could

present a problem in the heat of a chase. Pick it up, but keep your Post-It notes handy and make your own tabs! — **GEORGE FLETCHER**

Union Pacific in transition



Union Pacific Trackside, by Lou Schmitz, from Morning Sun Books Inc., 9 Pheasant Lane, Scotch Plains, NJ, 07076; hardcover, 128 8½" x 11" pages; \$49.95 plus \$3.50 shipping.

The Union Pacific Railroad, now the largest railroad in the United States, has a rich history. Along with the Central Pacific Railroad, it formed the first transcontinental rail line. Not only one of the oldest railroads in the nation, the Union Pacific was also one of the last major railroads to continue to use steam power regularly. Morning Sun's new book, *Union Pacific Trackside*, documents this change from steam to diesel through the early 1950s to the end of steam and on into the 1970s with color photographs of almost all types of equipment.

The book begins with an informative five-page introduction written by the author, a veteran of the UP's engineering department and long-time railfan, that contains a brief overview of his career with the UP. Next, he provides a little background on the railroad ranging from the 1940s through the 1970s. Along with the introduction is a map that divides the railroad into the three divisions the photos are grouped into — the Wyoming Division, from Ogden, Utah, to Cheyenne, Wyoming; the Nebraska Division, from Cheyenne to Omaha, Nebraska, and, the Kansas Division, from Kansas City, Missouri, to Denver, Colorado. The pictures in the book cover locations on these divisions in the 1950s and 1960s.

While the book does do a good job of explaining the routes of the Union Pacific, the real focus is on its changing motive power fleets. It illustrates the changes that took place in the assignment of steam power in the 1950s and the transition to the diesel's predominance on the line. Pictures of many types of steam locomotives and classic diesels from EMD, Fairbanks-Morse, Baldwin and GE fill the pages. The UP was known for its use of large engines, and the massive gas turbines are well represented in the photos, as are the later GE U50s, Century 855s, and EMD DD40X's. Combined with photos of earlier 4-12-2's, Challengers and Big Boys, they provide the reader with a wonderful taste of railroading on the Union Pacific during the 1950s and 1960s.

Overall, the pictures are sharp and in good color, and are well captioned. Many of these captions contain not only the train information, but where the photo fits in on the line and how the motive power fits into the history of the UP. The text does contain some typographical errors, but they are minor.

Union Pacific Trackside is an excellent pictorial book of Uncle Pete's transition from steam to diesel. The photographs do a great job of capturing the action along the UP and presenting the many different locomotives it used from the 1950s through the 1970s along all three divisions. — **NICHOLAS D'AMATO**

Photo Freights on the Western Maryland



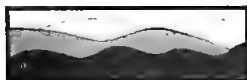
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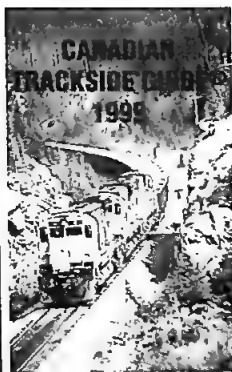
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LEND A HAND

1998 was an interesting year
on Chicago's Outer Belt

LIKE MOST OF the former US Steel Roads, the Elgin, Joliet & Eastern Railway can be elusive. For the well-informed railfan, however, "The J" is a most interesting railroad, and lately much busier, having helped the Union Pacific unclog itself by running unit coal trains from the UP (former Chicago & North Western) interchange in West Chicago, Illinois, to Commonwealth Edison in Waukegan.

The EJ&E is Chicago's "Outer Belt Line," the Windy City's third and outermost belt railroad. The main line forms a big arc around the city from Gary, Indiana, to far-north suburban Waukegan, connecting with all of Chicago's railroads. It was built primarily to serve the steel mills in the Chicago area, including US Steel's wire mill in Waukegan, which closed in 1979.

UNION PACIFIC SD90/43MAC 8083 and AC4400CW 6577 set out loads of Powder River coal destined for Commonwealth Edison's Station 16 at Waukegan at the interchange with the Elgin, Joliet & Eastern at West Chicago, Illinois, on August 16, 1998. EJ&E SD18 809 and SD38-2 657 were inside the ComEd plant on March 22, 1998 (below).

Part of the J's mystique has been their exotic motive power. In the early days of dieselization, high-hood Alco switchers shared roundhouse bays with Baldwin Sharks and the first centercabs. The early switchers (Alco, Baldwin and EMC/EMD) were delivered in black.

Today, the roster is all EMD. Bright orange (with silver trucks and green heralds) SD38-2s are the backbone of the road fleet, along with some older SD9s, SD18s and SD38s. Switchers are

primarily SW1200s.

Power swapping among the Steel roads has been common since the days of steam. During the 1990s, the J sent four of their six SD38s and several SD9s north to the DM&IR. In return, they acquired a dozen-plus SD9s and SD18s from the Duluth, Missabe & Iron Range and the Bessemer & Lake Erie. Also, one of the J's GP38-2s came back from the Birmingham Southern. (See R&R September 1985.)



Photography by Charles J. Heraver

by
Charles J. Heraver

Recent Operations

The east end of the road from Gary, Indiana, to Joliet, Illinois, is still relatively busy. Freight trains, unit coal extras and switch jobs keep the Eastern Subdivision dispatcher busy.

Since the recession of the early 1980s, however, the north end of the railroad (from the former Milwaukee Road — now I&M Rail Link — diamond at Spaulding, Illinois, to the end of the line in Waukegan) has seen sparse activity. Several daily time freights gradually diminished to one nocturnal turn several times a week out of Joliet. This job, along with the Waukegan Yard engine and a Joliet-Spaulding turn, were the only “regular” trains on the north end of the Western Subdivision until recently.

Powder River coal

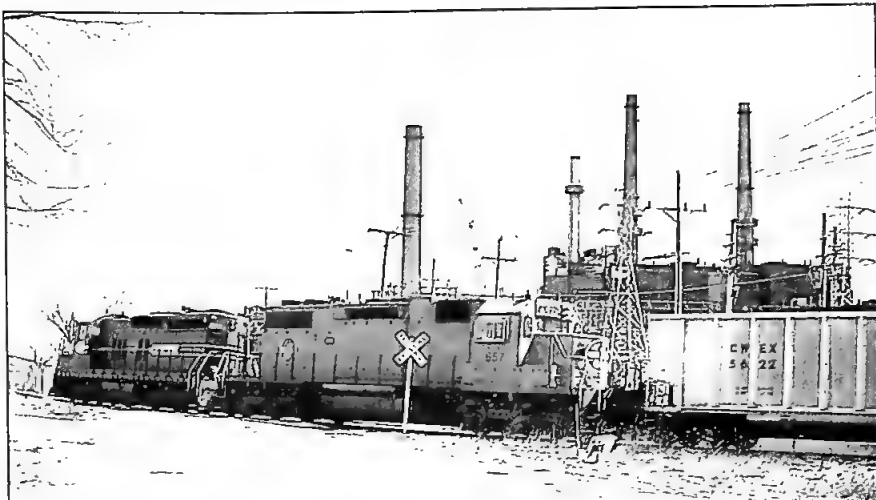
After the UP-CNW merger, the railfan community was abuzz with rumors that UP wanted some of their trains that didn't need to be switched to use the J's excellent mainline to bypass Chicago. Powder River Basin coal trains from Wyoming were an obvious opportunity, and trains for the ex-Missouri Pacific (Chicago & Eastern Illinois) Yard Center in south suburban Dolton could also use the Outer Belt



Line to avoid the Windy City's congestion. In fact, the UP wanted to buy the J outright, but owner Blackstone Group would only sell all five of its railroads (DM&IR, B&LE, Birmingham Southern, Union and the EJ&E) together.

Rumors became reality on September 28, 1997, when EJ&E SD38-2s 657, 664, 667, 665 and 666 hauled a loaded CWEX coal train from the UP/EJ&E interchange in West Chicago to Commonwealth Edison's Station 16 on the shore of Lake Michigan in Waukegan. Of the five SD's, three were used to spot the loads and get the crew back to Joliet, while the remaining pair was left in Waukegan to power the empty train a couple days later.

Shortly after, the J was bringing three or four loaded trains a week to Commonwealth Edison, breathing new



COAL LOADS WERE ARRIVING at the ConEd plant in Waukegan, Illinois, behind Elgin, Joliet & Eastern SD18 809 and SD38-2 657 on March 22, 1998. The power for the empty train on March 29, 1998 was SD9 614 and SD38-2 662 (above). The SD9's Duluth, Missabe & Iron Range heritage is apparent, with only a “J” circle covering the Missabe's “Safety First” shield.

life into the under-used Western Sub. The loaded trains almost always had five units for power. Initially, a pair of units was left in Waukegan to power the empty train. Later, all five units typically went back to Joliet, and then a few days later a crew would return to Waukegan with light engines for the empty train. Several times, the UP left their units for the J to use. Also, on at least one occasion, the J crew, using their power, pulled a loaded train from the UP's ex-C&NW yard in Waukegan and delivered it to the power plant. Either the Joliet crew or the

Waukegan yard engine switched the power plant. Bad order cars were repaired by the UP.

North of the diamonds in West Chicago, the UP's ex-C&NW Belvidere Sub is parallel to the EJ&E main. This is where the interchange took place. The Union Pacific would deliver the loads onto the J's main or siding, depending on the EJ&E dispatcher's instructions. Likewise, the UP would pull the empties off of the J, around the wye, through the UP yard and west to Wyoming. A crew van was used to ferry the crews around.

By September 1998, the UP was once again serving the power plant itself, and the trains on the EJ&E slowed to a trickle. The last loaded train for the year arrived on October 7, 1998, with the empties departing a few days later.

Then, during the Great Blizzard of January 1999, the EJ&E once again brought a loaded train to Waukegan, so it is still helping the UP as needed.

The future

There are several plans on the horizon which could impact the J's future. In West Chicago, the UP wants to build a new connection in the southwest quadrant of the diamonds, which would require demolition of a few homes. As can be expected, many citizens are vocally opposed to this project.

Local politicians, meanwhile, are coveting the site of the J's lakefront facilities in Waukegan. They want this prime land for a marina, condominiums and other development. This would leave the J without a yard, so obviously they would need an agreement with the UP to use their yard in town, which is already fairly busy.

Additionally, Metra is studying commuter service on the J north of Aurora. These trains would be a natural, since the EJ&E crosses most every other Metra line radiating from downtown Chicago. (The J even crosses Norfolk Southern's ex-Wabash line, though it's several miles south of Metra territory.) The town of Barrington is vocally opposed to this plan, demanding that the tracks be relocated in a cut through town. Never mind that the UP operates 62 daily commuter trains on the former C&NW Northwest Line through town. Most other communities are in favor of the proposed service.

It was a very good year for railfanning the EJ&E's north end. It is hoped the J will get even busier in the next few years.

The author would like to thank Bill Christopher for help with this article. ☺

Union Pacific and BNSF Sign Historic Dispatching Agreement

ON FEBRUARY 8, 1999, Union Pacific and the Burlington Northern & Santa Fe Railway announced they agreed to coordinated dispatching operations covering southern California, the Kansas City area and the coal-rich Powder River Basin of Wyoming. The companies report that this is the largest railroad-coordinated dispatching agreement in history.

The goal of the new agreement, announced jointly by UP chairman and CEO Dick Davidson and BNSF chairman, president and CEO Robert Krebs, is to improve rail service in three of the country's busiest rail centers. The agreement is patterned after what the railroads believe is a highly successful dispatching arrangement in Spring, Texas, covering the Houston and Gulf Coast areas.

Specifically, the agreement will establish coordinated dispatching centers in San Bernardino, California, and Kansas City, Missouri, while UP dispatchers supporting the UP line from North Platte, Nebraska, into the Powder River Basin of Wyoming will join BNSF dispatchers at BNSF's Network Operations Center in Fort Worth, Texas. Union Pacific's centralized train dispatchers are located in the Harriman Dispatching Center in Omaha.

Other railroads, both commuter and freight, operating within the territories that will be dispatched by these new centers will be extended an invitation to participate in the coordinated operation.

The San Bernardino center, scheduled to be launched in May, will coordinate UP and BNSF train operations in the Los Angeles area as well as the Cajon Pass and Tehachapi mountain passes in California. BNSF currently dispatches trains over Cajon Pass, which provides access to southern California from the east. Tehachapi Pass between Mojave and Bakersfield, a key north-south route, is controlled by UP with BNSF trains running on trackage rights. The UP agreement to use Santa Fe's Cajon Pass began in 1905 and the Tehachapi line was opened to Santa Fe by UP in 1899.

The Kansas City dispatching center, which will be housed at BNSF's Argentine Yard in Kansas City, Kansas, and is expected to be operational during the third quarter of 1999, will control train traffic in the nation's second busiest rail center, with lines from BNSF, UP and other railroads converging from all points of the country. Both BNSF and UP have major switching yards in the Kansas City area.

Wyoming's Powder River Basin is the nation's largest source of low-sulfur coal. The two railroads began sharing trackage in the basin in 1984. BNSF controls the "joint line" access to the basin from the south, which is also used by UP. Union Pacific, which has already begun to add personnel in the Fort Worth center in connection with Powder River Basin operations, expects to expand its presence there within the next two weeks.

The Spring Center, upon which the new centers will be modeled, opened in March 1998 and controls UP and BNSF trains between Houston and New Orleans over more than 340 miles of track, as well as trackage in the Houston area. Supervised by a neutral officer, the facility includes a consolidated UP/BNSF operation where dispatchers from each railroad control their respective lines along the Gulf Coast region. UP and BNSF expect that this model will be effective for other regions of their respective systems.

Norfolk Southern and CSX Move Closer to Assuming Control of Conrail

AFTER MONTHS OF PREPARATION and assurances from NS and CSX executives that their takeover of Conrail will be smooth, June 1, 1999, has emerged as what has become known as the "closing date," the day on which CSX and NS will officially begin controlling their respective pieces of Conrail.

NS's chairman, president and chief executive officer David Goode, in an address to financial analysts in New York City on January 27, 1999, stated that his company is "nearly ready" to close the deal. CSX's John Snow is also confident that his company will be ready for the June 1st date.

Apalachicola Faces Uncertain Future

THE FUTURE WAS ROSY SIX YEARS AGO when James Gunning wrote about the Apalachicola Northern in the July 1993 issue of R&R, but hard times have since fallen on the Florida short line.

According to reports in the *The News Herald* (Panama City, Florida), the Apalachicola Northern Railroad's two main sources of traffic have all but disappeared in the last five months. First, the Florida Coast Paper Company pulp mill at Port Saint Joe closed in mid-August 1998 and has since defaulted on at least one loan interest payment, prompting concern by bondholders. The mill's closing eliminated all inbound shipments of wood pulp and outbound carloads of paper products. Then in December, ANRR's largest shipper, Seminole Electric Cooperative, Inc., filed suit in Gulf County circuit court to terminate its coal hauling contract. Original terms called for coal shipments to continue through November 2004, but Seminole has found the current arrangement to be more costly than alternatives and wants to nullify its obligation. Although Seminole Electric is willing to pay, "fair and lawful damages" to ANRR, this is of little consolation to the railroad's 74 employees, who face an uncertain future.

As of January 14, 1999, the last coal shipment out of Port Saint Joe was scheduled to be Sunday, January 17th (see page 27). The St. Joe Company, owners of the ANRR, said through a spokesman that the railroad has lived up to its obligation in the coal contract, and there would be legal action in the wake of Seminole's decision. Without significant traffic to the pulp mill and loss of the coal contract, ANRR operations to serve the remaining on-line shippers will be minimal at best. The St. Joe Company has plans to construct a barge facility on the Intracoastal Waterway that would be served by the railroad, but there is no confirmation on when the facility will be built — BRUCE NELSON.

Spokane, Portland & Seattle 700 in Attendance at OMSI

THE SP&S 700 WAS FEATURED at the Oregon Museum of Science and Industry's *Holiday Junction* railroad show held from December 12 through 20, 1998. More than 20,000 visitors celebrated the holidays at OMSI, an increase of 8000 visitors from 1997.

OMSI attributes this year's increase, which raised their gate income significantly, to the presence of SP&S 700. The locomotive is owned by the City of Portland and is operated and maintained by the Pacific Railroad Preservation Association. Under steam for the entire event, the 700 was open for cab tours and gave frequent moving demonstrations for school groups during the week and all visitors during the weekends. Over 5000 people came aboard for cab tours hosted by PRPA members. These tours included talks about the locomotive's statistics and operations, and stressed public safety around railroads. Being aboard a live steam locomotive, especially one the size of the 700, made for lasting impressions on all visitors during the nine-day event.

In the consist, but not open for display, was the lounge car *Mount Hood*, owned by the Pacific Northwest Chapter NRHS. The PNWC and PRPA had worked together earlier in 1998 to present excursions and educational events, and it was only natural to continue this joint venture at the OMSI event. The *Mount Hood* was available as a crew car for both the PRPA crew and PNWC members. Temperatures dipping into the mid-teens made this consist a true steam train as steam from the 700 heated the *Mount Hood*; this made for a comfortable setting during a mid-week celebration dinner held by the groups. Of historical significance is that the *Hood*, in historically authentic livery, was from the *Empire Builder* train set which the SP&S 700 powered regularly between Portland and Spokane.

Other presentations at OMSI included numerous model layouts, including the world's smallest train, numerous displays about railroads of the Pacific Northwest, an interactive Kid's Depot, Operation Lifesaver displays and toy sets for children of all ages to play with and enjoy. The whistle of the 700 started a track-laying contest in the OMSI parking lot, and train rides



Bruce Nelson

Apalachicola Faces Uncertain Future

Apalachicola Northern Railroad GP15T No.722 (left) had Train 82 in tow at Port Saint Joe, Florida, 19 days before the last unit coal train was scheduled to operate on January 17, 1999. Number 722 was bought new in 1983 to accomodate then-expanding coal business. Assisting in multiple are four of ANRR's eight SW1500s and another GP15T (43% of AN's entire roster), totaling 9,000 horsepower for the 94-car train. For more information, see the story on page 26.

Genesee & Wyoming in Australia

Australia Southern Railroad (a subsidiary of Greenwich, Connecticut-based Genesee & Wyoming) locomotives CLP14, CLP13 and CLP11 (right) were awaiting the arrival of their train from Melbourne at Australia Southern's Dry Creek North Yard in the northern suburbs of Adelaide. Once made up, train 3MP9S is a Specialized Container Service train from Melbourne in Victoria to Perth in western Australia. The three cabs are the only ones in South Australia painted in the orange, black and yellow color scheme of G&W.

Daven Walters



Frank Powell



Conrail Resurrects a piece of the Reading

The first revenue train to the Bridgewater Resources, Inc., (BRI) facility in Manville, New Jersey, was seen traversing newly installed rail on January 17, 1999, behind Conrail GP40-2 No.3276 (left). BRI will fill sealed containers with trash from various localities in New Jersey for rail shipment to landfills in Virginia. BRI is accessed from Conrail's former Lehigh Valley Railroad Lehigh Line at Port Reading Junction in Manville. The line to the BRI facility uses the former Reading Company's New York main line right-of-way, including Reading's bridge over the Raritan River. At one point, this location featured a diamond where parades of Reading FP7s, RS3s and GP7s met Lehigh Valley PAs, FAs and F7s among others. A few hundred feet north is the old Central Railroad of New Jersey main line.



Mark and Mike Mautner

were given on the SamTrak train, which features both Santa Claus and Rudolph.

The SP&S 700 was next to the Oregon Museum of Science & Industry in downtown Portland during the festivities (below).

The PRPA wishes to give special thanks to Dick Samuels of the Oregon Pacific Railroad Company for providing host tracks and facilities for visitors to easily board SP&S 700, to local railroad officials who made the move possible, and to OMSI for their invitation — **JOHN COX**.

BC Rail Gets Six-Axle "U-Boats"

BRITISH COLUMBIA RAIL SIGNED A CONTRACT in fall 1998 for several rebuilt General Electric locomotives coming from Helm Leasing. The work is being done at Helm's Metro East Industries shop in East St. Louis, Illinois. The locomotives being used for the rebuild are a group of former Norfolk Southern (originally Norfolk & Western) C30-7s. The model designation for the rebuilds is C36-8M which involves an upgrade to 3600 horsepower and other electrical work to bring them up to Dash-8 specifications. The engines wear a paint scheme consisting of dark blue with white stripes and underframes, and trucks

painted metallic gray. They will be numbered in the 3620 series and will join the ex-Santa Fe B36-7s acquired by BC Rail in the past two years. C36-8M No.3622 was outside the Metro East shop on February 4, 1999 (above) — **MARK AND MIKE MAUTNER**.

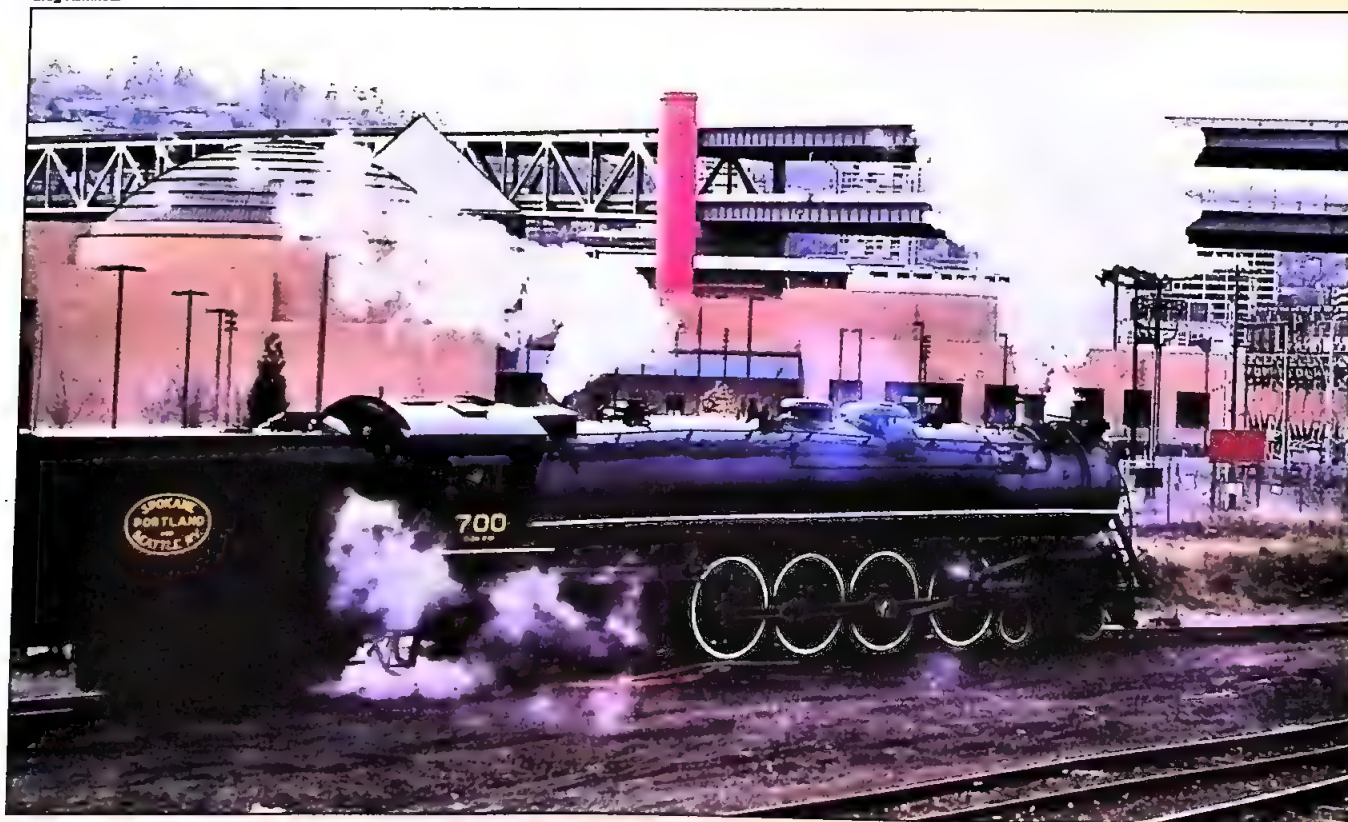
Canadian Pacific Donates 1000 Miles of Land to Trans Canada Trail Network

CANADIAN PACIFIC RAILWAY ANNOUNCED on February 15, 1999, that it donated 1005 miles of former CPR rights-of-way to the Trans Canada Trail Foundation. The foundation is in the process of piecing together a recreational trail, which will touch every province and territory in Canada. The pathway is shaping up to be over 9000 miles long and is scheduled to be completed by September 2000.

Canadian Pacific donated 38 sections of land with the majority in Saskatchewan and Alberta. Other sections are in British Columbia, Nova Scotia, Ontario and Manitoba.

During the coming months, Trans Canada will take title for the CPR-donated lands and decide how to integrate them into the coast-to-coast trail.

Greg Kamholz



Trucks Ready to Compete on BNSF Rails?

Not exactly. BNSF has been replacing hundreds of ties along the former Southern Pacific main line from Avondale, to Iowa (pronounced Eye-Oh-Way) Junction, Louisiana. The 18-wheeler tractor rig, seen at Lafayette, Louisiana (right), is equipped with a special coupling that connects the high-railer tractor to railcars, with an air compressor utilized to provide braking for the cars. A BNSF conductor accompanied the rig to facilitate all moves along the main line. In addition to the tie replacement, BNSF also has plans to replace several old wooden trestles along the ex-SP route through the heart of Cajun country. They will be temporarily shored up with steel beams until replacement.

BNSF also completed an \$11 million track and bridge maintenance project on its main line between Bakersfield and Fresno, California, on January 30, 1999. The 120-mile long track was re-opened Saturday night at approximately 10:00 p.m. The first train to use the upgraded track originated in Bakersfield and traveled up the San Joaquin Valley to Fresno.

BNSF had closed the route to all freight traffic on January 18, 1999. To minimize the impact on customers and communities, work that could have been spread across many months was completed in a two-week period. During the project, maintenance crews laid six miles of new rail and replaced approximately 76,000 ties. Additionally, 100 miles of track was resurfaced and ballast was cleaned or replaced. Approximately 40 highway-rail grade crossings along the route were improved.

Closing Day Warm-up

Conrail GP15s No.1648 and 1641 have been running around the Morrisville, Pennsylvania, area with CSX stickers on their noses and cabs in preparation for the takeover of Conrail. The 1648 was at Langhorne, Pennsylvania, on January 12, 1999, with train WPMO-1 (right). June 1, 1999, is the latest date that CSX and NS have targeted as "C-day," or closing day. Although dates in late 1998 and early 1999 were originally in the railroads' sights, these have been pushed back. Both NS and CSX, under pressure from regulators and customers and not wishing to repeat the turmoil of the UP takeover of SP, are taking numerous precautions against potential problems. The latest step taken by CSX is the establishment of a commercial team charged with building business in its Northeast region by helping shippers understand the changes created by the acquisition, and allowing them to voice their concerns. CSX will gain approximately 7000 new customers with its piece of the Conrail system.

Both CSX and NS have tapped into the expertise of Conrail managers by hiring many of them for their respective staffs. In addition to adding most Conrail operating personnel, many mid-level and upper level management positions have been offered to and accepted by former Conrail executives. In contrast, most SP execs were released when UP took over that company.



Gerald Sires



Frank Powell



Photography by Larry Centrai, except as noted

SOME SAY FRED GORRANSON started it after he made the first run from Fort Bragg, California, with a new motorcar. Others maintain various trainmen were used to the steam locomotives of the era, and they complained about the gas fumes from the new equipment. Still others claimed you could smell it coming before you could see it.

No matter, they all agree on a single fact. When the California Western Railroad put a new gas-powered Mack motorcar on line in 1926, nicknames such as "Tin Lizzy" didn't last. The ones that survived were "The Skunk" and/or "The Skunk Train."

History

Charles R. Johnson is generally considered the founder of the California Western. Originally owned by Johnson's Fort Bragg Lumber Company, it was organized in 1885 as the Fort Bragg Railroad as a logging system to support sawmill operations. Johnson was a progressive entrepreneur. Drawing on previous experience, he introduced improved logging and mill operations while investing in large tracts of Redwood timberlands made available when the original Fort Bragg, a military outpost, was abandoned in 1867.

Johnson's biggest problem was getting finished lumber from his mill to markets in San Francisco. As many as 20 other area mills shared the same problem. Sea-going ships were the only shipping method available, but losses from shipwrecks were common and costly.

Rail expansion in the late 1800s and early 1900s is legendary. Two major railroads, the Southern Pacific and Santa Fe, courted the idea of a rail line

from San Francisco through Eureka to Seattle, Washington, but they feared the construction costs. Both roads agreed in 1906 to jointly construct, own and operate a new railroad, the Northwestern Pacific.

Johnson and his now reorganized Union Lumber Company were interested spectators. In 1905, Johnson's lumber company had incorporated the California-Western Railroad and Navigation Company, shortened to the California Western Railroad in 1948. Its goal was development of a rail link east to Willits from Fort Bragg, anticipating a connection with the new NWP.

Late in 1911, the railroad met its goal of reaching Willits. CWR No. 5, a Schenectady-built 4-6-0, drew the assignment of heading the historic first train from Fort Bragg to Willits on December 19, 1911. The *Fort Bragg Advocate* reported it was "a great day of rejoicing."



Skunk Railroad

The California Western

Over the years, ownership of the line has changed several times. The Union Lumber Company maintained ownership until they were bought out in 1970 by Boise-Cascade Corporation. Then in 1973, Boise-Cascade sold their Fort Bragg holdings to another lumber giant, the Georgia-Pacific Corporation.

Finding themselves unfamiliar with the rail industry, Georgia-Pacific saw the need for a management system that could deal with the needs of the CWRR. In 1977, they leased the line to Willis Kyle and the Mendicino Coast Railway. This arrangement lasted until

The California Western System

The CWRR generally follows the original route its builders laid out during the railroad's early years. Some 40 miles in length, the line starts east out of Fort Bragg following Pudding Creek. From there, the line followed logging operations easterly up the Noyo River via Tunnel No.1. Along the way, the line passes through places such as Ranch, Grove, Camp Noyo, Alpine, Northspur, Irmulco, Shake City, Crowley and Summit. In 1911, the tracks reached their destination in Willits.

Currently, turning wyes are located in Fort Bragg, Northspur and Willits.

Commission estimated the replacement cost on the railroad to be over \$1.7 million, considerably more now when you consider the inflation from then to current times.

The biggest operational problem for the CWRR was and continues to be the mountainous terrain and winter weather in this part of California. Willits, by air, is only 22 miles east of Fort Bragg. However, it took 40 miles of main line to get there. Made up of mostly curves, currently 381, the longest tangent on the line is only three-quarters of a mile long, west of Shake City.

In past histories, we've seen where

by
Larry
Cantrall



1987 when Kyle purchased the CWRR outright from Georgia-Pacific.

By 1996, Kyle decided to sell the CWRR. As in the old days, the railroad was perceived as a vital link if Fort Bragg was going to succeed and carry itself into the next century. Gary Milliman, current CWRR president, and Sean Hogan, current chief financial officer, banded together and formed the roots of the corporation that owns the railroad today. The corporation, known as the California Western Railroad, Inc., marks the first time in CWRR history the line operates as an independent business.

THE M-300, ONE OF TWO CWRR MOTORCARS that remain in service, turns on the wye at Willits, California, in spring 1998. The M-100 waits in the hole with a passenger train while GP9 No.64 doubles the hill with an eastbound freight at Summit (opposite top). At Willits, No.64 switches the yard while former North Coast Railroad (now Northwestern Pacific) GP9E No.3786 awaits its next call to duty (opposite bottom). The CWRR Geep will return to Fort Bragg with empties for the Georgia-Pacific plant.

Stub sidings are available about every three miles with passing tracks at Summit and at mileposts nine, 18 and 26.

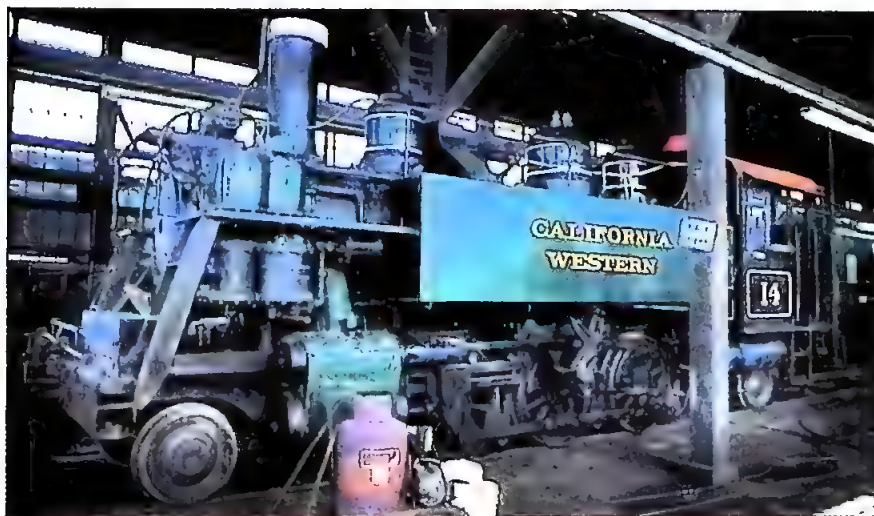
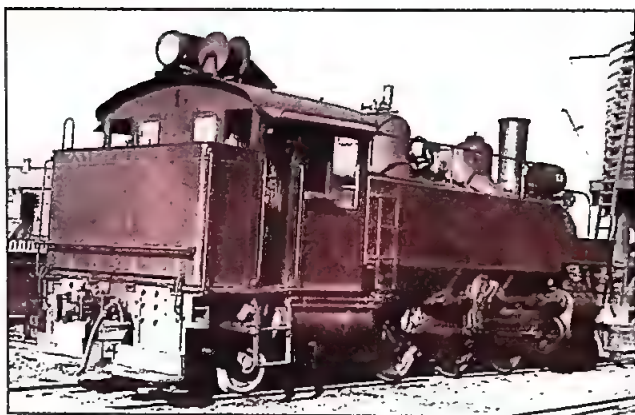
Construction costs to complete the 40-mile main line were expensive. While transcontinental railroads relied on government subsidies, the Union Lumber Company bore the entire financial burden creating its railroad. In 1914, the California Railroad

transcontinental railroads like the Great Northern conquered engineering nightmares over the Cascades in Washington. The Northern Pacific's original Kootenai Division east from Sandpoint, Idaho, and the Milwaukee Road's main east of Wallace, Idaho, are other examples of rail ingenuity and accomplishments where switchbacks, bridges and excessive grades were the





Black & white photos courtesy California Western Railroad



MOTORCAR M-300 TOPS THE HILL at Summit on a passenger run from Willits (top). The original "Skunk," car M-80 was a 1923 Mack model (middle left). It was scrapped after a 1964 accident with another motorcar. Built by Baldwin in 1924, saddle tank-equipped 2-6-2 No. 14 is expected to return to service, perhaps later this year (middle right). Restoration will occur at the CWRR facilities in Fort Bragg (bottom). Originally owned by the railroad from 1938 through 1956, the locomotive returns to home rails via a long-term lease from its current owners.

through unscratched before encountering Tunnel No. 1.

The CWRR operated one branch line earlier this century. Called the Ten Mile River Branch, it ran north from

Fort Bragg, following the coastline to the Ten Mile River area. The lined was torn up in 1949 and converted for use by off road logging trucks. Even though the route has been totally abandoned,

the Redwood trestle that spanned Pudding Creek just north of town remains as a testament to a bygone era.

Unlike most logging lines of the past, this line was always a standard gauge line. The early, 75-pound rail (generally considered the weight first laid down), has mostly been replaced with 90- and 110-pound rail over the years, though some of the 75-pound rail can still be found on the mainline.

Running through the redwoods of Northern California, this line has been considered one of the most scenic rail lines ever constructed in the country. Although it's been changed from time to time over the years, it survives today following the same general original engineered route.

Locomotives past and present

From the beginning, the CWRR (then the Fort Bragg Railroad) intended to build a first-class railroad. Early on, the railroad acquired a new 0-4-0 from Baldwin. Known as *The Sequoia*, this unit worked the line until being sold to the Standish & Hickey Lumber Company in 1906. Published rosters show acquisition of the locomotive in 1905 when the railroad became the CWRR. The exact date the railroad got the switcher is uncertain, but it can be assumed it went into service shortly after its 1885 production date.

With the exception of six early locomotives, the first 30 engines the CWRR owned were Baldwin built. The steam locomotives included an assortment of 2-6-2s, 2-8-0s, 2-8-2s and a 2-6-6-2 Mallet.

Currently operating on the line, No. 45, a super-heated Baldwin-built Mikado, provides power on many of the excursion runs to Northspur during the summer. Originally obtained from the Medford Corporation of Oregon in 1964, it was rebuilt and remained in-service until 1980. The 2-8-2 might have remained out of service if Paramount Pictures hadn't decided to use it in their 1983 production, *Racing with the Moon*. Spending \$35,000, they got the Mike up and running, but by

1985 it was once again out of service.

A third restoration was completed later in 1985 when Ocean Shore Boiler Works in San Francisco installed a new boiler. Over 400 hours of volunteer work went into finishing this most recent rebuild which included new paint, walkways and other needed work.

After No.45 is readied for the 1999 season, work will commence on No.14. Built in 1924 by Baldwin, it was purchased used from the Fruit Growers Supply Company in 1938, where it remained in service until being sold in 1956. A 2-6-2 with saddle tanks, the CWRR has leased it back for ten years from its owners, the Roots of Motive Power in Willits. CWRR will fund the restoration, and the lease calls for the railroad to maintain and run it on excursions out of Willits a minimum of three days a week. The locomotive remains in good shape today. Al DiPaolo, CWRR superintendent of mechanics, indicates that No.14 should be a hit with students of Baldwin locomotive power. Having no major modifications since it was new, it's an excellent example of original 1920s Baldwin technology.

When No.14 joins No.45 back on the line, an old relationship will be resumed. The two have close builders numbers — No.14's is 58050 and No.45's is 58045. The general feeling is that the pair were together on Baldwin's

floor during production in 1924.

When the CWRR decided to go to diesel, they stayed with Baldwin power. Baldwin DS4-4-1000s, numbered 51 and 52, were purchased new in 1949. In 1956, they acquired another DS4 through the Pan-American Engineering Company and numbered it 53. No.54 followed from the SP in 1969.

This full stable of Baldwins lasted until January 1970. That's when three of them — 51, 52 and 54 — lost their air at Summit and headed down the hill towards Willits. The crews bailed off and the locomotives left the tracks at an estimated speed of 60-plus, just short of a mile down the three-percent grade. A few remaining pieces, including one cab shell, can still be seen today.

The Baldwins were replaced by three more after the mishap. Two units, Nos. 55 and 56, came from the McCloud River Railroad and the third, No.57, from the SP. They remained in service until being replaced in 1979.

Alco RS11s, numbered 61, 62 and 63, replaced the Baldwins. Obtained from the SP, these units proved to be hard on rails and wheels. They were replaced in 1987 with Geeps.

GP9s are the current diesel power of choice on the CWRR. The first two, Nos.64 and 65, were originally SP Nos.3411 and 3412, working out of Kansas. Built in 1956, modifica-

tions include chopped noses, power boosted up to 1800 h.p. and front wheel water tanks for lubrication. The curvature in the CWRR system is hard on flanges, necessitating the water tanks.

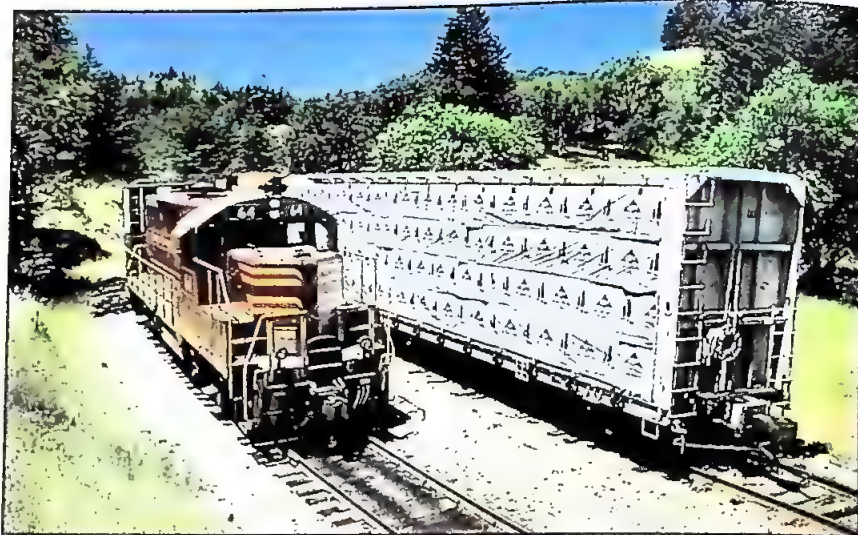
Two more GP9s, Nos.66 and 67, went into service during 1998. The first one, former Chesapeake & Ohio No.6145, was built in 1956. In its life, it has seen service on the Baltimore & Ohio, Chessie System, Golden Spike Railroad and the Buffalo & Pittsburgh. The second unit, former Bangor & Aroostook No.77, was purchased new by BAR in 1954. Both units have the same modifications as the previous GP9s.

Passenger service and motorcars

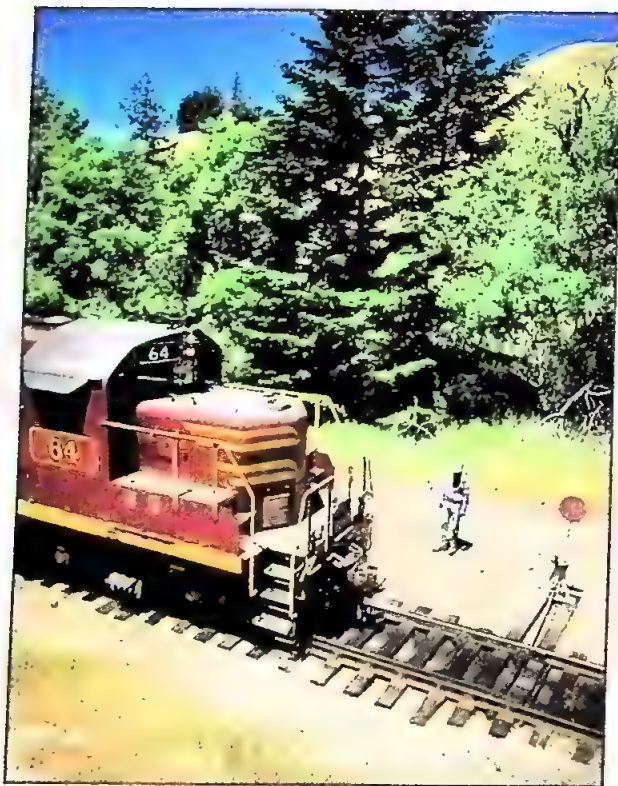
Formal passenger service was inaugurated in 1911 after the line was finished into Willits. Prior to then, excursions into the redwoods and regular passenger service were available with the local stage line taking traffic from the end of the rail line into Willits and beyond. It's often said that an early fire in tunnel No.2 (which still shows the charring) was caused by the stage lines in an effort to save their business as CWRR's construction neared Willits.

Early passenger service soared, as the lure of the redwoods and the Mendocino coast line was a natural sell for vacationing residents of nearby San Francisco and common carrier pass-holders of America's railroads. Passenger trains ran daily between Willits and Fort Bragg.

By 1925, ridership had drastically declined as early automobiles offered a new way to travel. Expenses incurred from winter rains, floods and slides, as well as maintaining full train complements and crews, quickly soared. Cost-cutting measures were needed if passenger service on the CWRR was going to continue. CWRR general manager Carlton Curtis traveled to Allentown, Pennsylvania, in 1925 to examine a new motorcar from Mack



CALIFORNIA WESTERN FREIGHT ACTION at Summit, California — GP9 No.64 brings up its second cut as it doubles the hill (above). After putting the train back together and building the air, the train will continue east toward Willits and the Northwestern Pacific connection (below).



Trucks. Suitably impressed with the 35-passenger unit, he arranged an on-site demonstration later that year. In December, a 1923 model ACX Mack Motorcar was purchased for \$12,524.

Numbered M-80 and dubbed "The Skunk," the motorcar proved to be the cost-saving answer to retaining passenger service on the CWRR. M-80 worked the line many years, undergoing several changes during its service. It was eventually scrapped after sustaining extensive damages from a collision with another CWRR motorcar in 1964.

Favorably impressed with the M-80, management pursued other motorcars over the years. M-100, a 1934 Edwards Railway Motorcar, became available from the Morehead & North Fork Railroad in 1934. M-100 is one of two units that survived into current times on the CWRR. It's the second motorcar involved in the accident that ended M-80's service in 1964.

Modifications have been minimal since M-100 arrived. The original 60-horsepower Buda gasoline engines were replaced in 1946 with a 150-horsepower Cummins diesel. Currently, a 220-horsepower Cummins provides the power for this unique piece of equipment.

M-200 was purchased in 1941. It was first built for the Longview, Portland & Northern Railroad in 1927 by the Skagit Iron & Steel Works. The CWRR found it available in the Mojave Desert after passenger service was discontinued on the Trona Railroad. The CWRR retired M-200 in 1975, donating/selling it to the Pacific Locomotive Society,

where it continues in service today on the Niles Canyon Railway.

The last motorcar obtained was M-300 in 1963. A 1935 American car, it saw service on both the Aberdeen & Rockfish in North Carolina and the Salt Lake, Garfield & Western in Utah. Also currently powered by a 220-horsepower Cummins diesel, it survives in service today with M-100.



Passenger service remains an integral part of CWRR's operations and Fort Bragg's economy. Whether it's the excursion business or flag stop passenger business, continued growth is anticipated. Over 63,000 passengers traveled on the Redwood Route in 1997. For 1998,

a ten-percent increase was expected.

The railroad's management is committed to improving the excursion business. Putting No.14 back on the line out of Willits and offering more specials utilizing the motorcars are already in the immediate future. An ultimate goal is running steam power on all passenger/excursion business.

Freight and mail

Freight service on the Redwood Route has been a sporadically successful venture. Originally a logging road, business boomed in the beginning for the owners at the Fort Bragg sawmill. Hauling the logs in and taking the finished product to connections in Willits were a main staple for the railroad. Although the business is but a fraction of what it was in the early years, the mill remains the number one customer, still shipping finished products to Willits.

The first general commodity freight car to roll into Fort Bragg was attached to a passenger train in July 1912. The cargo was 82 barrels of wine from Cloverdale. This first load of wine led to an active freight business for many years.

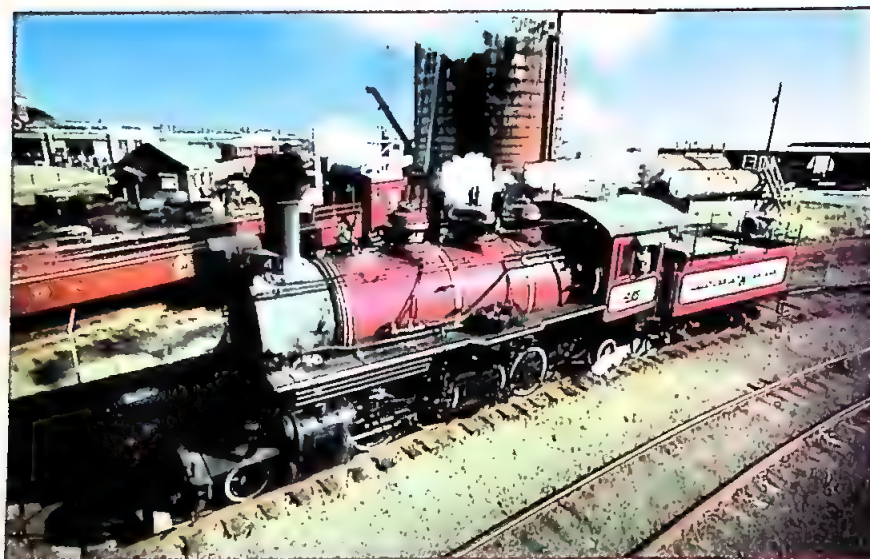
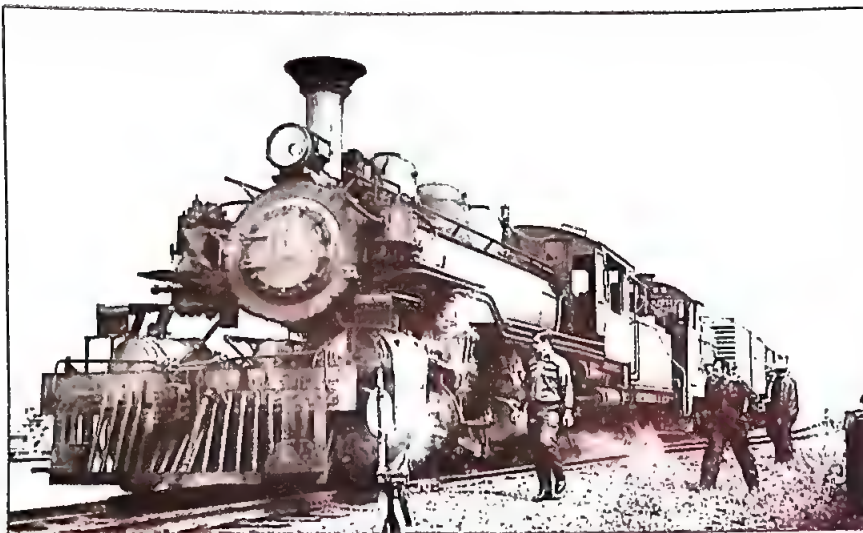
As late as 1969, the CWRR was running 80% general freight traffic to 20% passenger. Furniture, wood products, fuels and food products were all brought in over the rails. Freight schedules in 1969 saw 25-car trains running six nights a week. Today that trend has reversed itself. Passenger traffic makes up 80% of the revenue with freight carrying the other 20%. Freight schedules are as needed for the sawmill. Until the recent operating problems (see below), generally two freight trains a week were running into Willits, with annual carload figures around 700.

The Louisiana Pacific mill south of Fort Bragg has recently reached an agreement to load box cars at the Georgia-Pacific mill. This coupled with a new lease on a siding site near the CWRR yard with an aggregate business holds hope for the future. Additional siding sites are being made available in an effort to generate new business. The new siding sites were made available through a lease between the Georgia-Pacific sawmill and the CWRR for unused facilities near the yard. The railroad's president, Gary Milliman, recently stated the initial goal is to get the counts back in the 1000 carloads-per-year range in the near future.

The CWRR has one of the few remaining mail contracts in the country. Mail delivery happens six days a week on the passenger runs, serving 18 different mail drops along the line. All though it only accounts for one per cent of the total revenues, it's a service that CWRR management would like to

LUNCH BREAK ON A WARM SPRING DAY provides a respite for CWRR employee Joe Hammer (above). The winter of 1997-'98 provided no breaks for the railroad — brutal storms caused extensive damages and closed the line for several months. With the line up and running again, GP9 No.64 leads a westbound freight past the Highway 20 grade crossing in Willits, California (below).





BALDWIN PRODUCTS OLD(ER) AND NEW(ER) populate this scene from CWRR's archives. No.46, a 2-6-6-2 Mallet, is followed by DS4-4-1000 No.53 on a freight job in the late 1960s — note Penn Central box car behind diesel (top). The day's excursions completed, Baldwin-built 2-8-2 Mikado puts its trains away at the yard in Fort Bragg (above). Dennis Dorran grabs the U.S. Mail on the fly at Ranch, California, in a scene repeated six days a week at 18 different locations on the CWRR (below).

retain. Newcomers to the excursion trains delight in watching the bags being picked up on the fly.

Railfanning the CWRR

Railfanning the CWRR is not an easy proposition. Unlike many of the nation's railroads, most of the line runs through remote private lands generally inaccessible from public roads. Yards in both Fort Bragg and Willits are accessible to watch the somewhat limited daily activity.

The best way is to buy a ticket and get on board. No matter which end you start on, take your camera and be ready for some rail activity. Although the half-day trips to Northspur are the most popular, it's suggested you ride

the whole line.

If the schedule is right, you can watch the turn-around activities at Northspur with either or both the motorcars and diesel or steam locomotives. The freight traffic, when it's running, starts in Fort Bragg before the morning excursion leaves for Northspur and may be seen at various points throughout the day on its run to Willits and back. It usually arrives back in Fort Bragg shortly after the afternoon excursion gets in from

Northspur.

Currently, schedules and equipment vary according to the time of the year and weather conditions that affect the line. Generally the best time to visit is during the summer tourist season. That's when you'll get the best activity. The main office is in Fort Bragg. They can give you the best idea of what's happening on a daily basis, including when a freight train will be on the line and the best way to see it.

The future

As the turn of a new century approaches, the CWRR looks poised and ready for bigger and better times. The railroad's board of directors has indicated the desire to provide steam service on all excursions out of both Fort Bragg and Willits. To accomplish this requires finding more steam to house in the enginehouse. The goal is another Mikado similar to No.45. However, the staff seems to be willing to explore all possibilities. Articulated Mallet No.46, for example, is available for return to the redwoods if the restoration costs prove reasonable. It ran Super Skunk Excursion Service from 1968 to 1986 before being donated to the Pacific Southwest Railway Museum in San Diego.

The CWRR board has casually discussed investigating the feasibility of operating the Willits-to-Schellville section of the NWP line, the railroad's only connection to the outside world. More pressing matters, though, have taken priority — severe storms during the winter of 1997-'98 caused a series of operating and financial setbacks which forced a temporary annulment of freight service on both the CWRR and the NWP. Service was up and running again in May 1998, but FRA-mandated repairs recently shut down the NWP once again, isolating CWRR and causing it, too, to suspend freight operations. Efforts are currently underway to restore this service.

The other big news out of Fort Bragg happened in March 1998. A public offering of \$4.6 million common stock shares was announced. Proceeds from





STEAM POWER RULES on the CWRR's excursion trains throughout the summer, with Mikado No.45 seeing service most days (above). Though it was abandoned 50 years ago, remnants of the Ten Mile River Branch remain, including this wooden trestle over Pudding Creek (below).

the stock offering will be used for track and bridge rehabilitation, purchase of maintenance-of-way equipment, purchase and rehabilitation of steam locomotives and passenger equipment, other line improvements and debt retirement.

Several goals from this stock offering are currently being pursued. First, the strategic plan calls for making the excursion business a steam operation. The CWRR has set the goal of doubling its ridership in the next ten years. Along with this is the desire to become a regional excursion operator in northern California. Reaching this status would also allow the CWRR to better pursue any available opportunities that might arise on the NWP.

Secondly, rehabilitation of the track structure and line upgrades are needed to handle an anticipated increase in freight traffic. A two-phase operation is aimed at ballast installation and tie replacement, replacement of the 75- and 90-pound rail with 110-pound rail, erosion control and repairs and bridge rehabilitation. The expected result is a rail system that can support freight car weights up to 265,000 pounds.

The shares are being sold directly by the railroad in Fort Bragg. Sales are on a first-come basis with the minimum purchase set at 100 shares. Questions and prospectus information may be obtained from Jan Hogan in Fort Bragg at 800/236-7422.

The CWRR is poised to roll into the next century. New management is dedicated to preserving and expanding steam operations with an eye to growth in the freight operations. In the old days, a railroad was the heartbeat of a community. In Fort Bragg and Willits, California, that fact is alive and well today.



Not Fade Away

Text and photo
by
Andrew Nelson



ON THE ILLINOIS CENTRAL it was the GP9, for the Burlington route it was silver E-units, and Santa Fe had its warbonnet F's — all signature locomotives of their respective owners during the First Generation diesel era. Other carriers had them, too, maybe an FA1 for the Wabash, an E7 or E8 for the New York Central, or an F3 for the Bangor & Aroostook. What's critical is how strongly the locomotive's image is tied the railroad.

Time and technology have taken their toll on these diesels and, in many cases, the railroads themselves, but the image of a signature locomotive can and does remain as strong. I can't think about Burlington Northern without an image of an SD40-2 floating in my head, or Southern Pacific without an SD45. These images will in time be replaced by the C44-9W "Goat Boats" and whatever shows up in Armour yellow and Harbor Mist gray. But from today it's a hell of a long way back to an E5 on the *Morning Zephyr* or a Black Widow SD9 at Roseville. On one railroad, though, the trip back to the First Generation wasn't far at all.

Every once in a while a signature locomotive comes along and stays. Duluth, Missabe & Iron Range's SD9 has stuck for four decades now. When a friend told me that the summer of 1997 would probably be the last for the eight remaining unrebuilt SD9s on the Missabe, I immediately wanted to make a trip up and relive the days when Duluth was but a two-hour drive for me. But, things are different now; it's a seven-hour drive and I'm a husband, dad and owner of a needy old house — just couldn't swing a trip.

I'll tell you one thing, though, there were times I was in Duluth/Superior when all six railroads in the area would be hopping — Burlington Northern, Duluth, Winnipeg & Pacific, Chicago & North Western, Soo Line, Wisconsin Central and the Missabe — and I had to make a choice as to what to go after. Guess where I almost always ended up? On the Missabe. Just something about those maroon SD9s and SD18s with their red and green "Safety First" heralds. Where else was I going to see locomotives in daily service



that had directly displaced the likes of 2-8-8-4 Yellowstones or 2-10-4 Texas types?

The Missabe SD9 era began in 1955 when the DM&IR bought ten to begin replacing those Yellowstones and 2-10-4s, followed by 64 more through 1959. They had plenty more “dig” than “git.” Geared for 50 m.p.h. and ballasted to 387,000 pounds, they had a starting tractive effort equal to a 2-10-4. They were simple, durable machines, particularly by 1997 standards — a non-turbocharged 16-cylinder 567 prime mover riding on original Flexicoil trucks and a high short hood. Except for minor paint scheme changes, three of them rolling through Iron Junction up on the Range, or whining in dynamics down to the docks in Duluth didn’t look much different in the 1990s than they did in the late 1950s.

One of my most memorable Missabe episodes occurred on October 3, 1987, the date of my first day-long encounter with the DM&IR. My dad, brother and I got to see what the 3:00 p.m. Hill Job was all about, first holding back 171 loaded

jennies during the 2.2% descent of Proctor Hill to Dock No.6 in Duluth, then dragging 120 empties up to Proctor. The scene here is of SD9s 166 (in a modified version of its original 1959 scheme), 149 and the 130 approaching the 40th Avenue grade crossing in Duluth on the first of three trips up the hill. The whole procession was quickly bogging down as drag and gravity kicked in. Watching those three old girls hammer past us, spewing sand and exhaust as they hunkered down for the hard, 45-minute pull to Proctor made me a Missabe fan for life.

In the future, when I think of the Missabe, the image of an SD38-2, an M-K SD40-3 rebuild (which helped push the SD9s into retirement) or even an SD-M (rebuilt SD9s and SD18s) won’t come to mind — it’ll be three SD9s on a string of ore jennies grinding up Proctor Hill. And I’ll probably think the same thing 40 years from now—old habits, just like old locomotives, sometimes die hard, just like that old Buddy Holly song, “Not Fade Away.”

On the Road

The Steam Team keeps 'em rollin'

by
Tom Kelcec

Photography by Tom Kelcec, except as noted

In the January 1998 R&R we went behind the scenes of the Union Pacific steam program during a typical multi-day excursion. While this story deals with trips made in Iowa in 1997, all the basic information is still applicable as the Steam Team gears up for its 1999 season. In

Part One we looked at the preparations that go on long before any trip. In Part Two we finally get on the road with the Steam Team.

WE JUMP INTO the Wyoming-registered Suburban that shadows the steam trips (along with a shop truck complete with welder, torch and small crane) and head over to Fox Park, Union Pacific's Council Bluffs coach yard/commissary where the *Streamliners* were made up, supplied and serviced in the old days, and still are. Mary Nystrom and Harold Mathews check on the gleaming 14-car consist and load supplies. The train is made up in the correct order and is spotless inside and out, being maintained by UP employees. A slow walk through the empty train lets one soak up the exquisite car restorations, etched glass, polished wood, specially made upholstery and carpeting, custom window shades in the domes, authentic advertisements and art on the walls and on and on. It seems like a perfect flashback to the 1950s. No wonder when it's raining runbys are canceled to keep the tracked-in mud down to a minimum — it can cost \$4000 to clean the interior of a particularly filthy excursion train. I wonder what it would be like to ride in the dome diner at

sunset going over Sherman Hill. The ex-Chicago & North Western theatre car *Fox River* brings up the rear, and will be used for VIPs. The tool car *Art Lockman* and boiler-dorm car 209 are with UP Northern 844.

We arrive at the ex-C&NW roundhouse area by 11:10 a.m. Bob Lockman points out the features of the new combination C&NW ATC/UP CCS system to me. "The UP cab signal system gives you four indications, the C&NW system only three. If you get a restricting indication on the C&NW system, you must slow down to 15 miles per hour within 75 seconds or the system will stop the train automatically. Only the ex-C&NW mainline from Fremont/Council Bluffs to Chicago has this system. Two other ex-C&NW lines out of Chicago have ATS, which is yet another incompatible system. New diesels get the combined UP/C&NW system installed at an incremental cost of \$50,000 per locomotive. When Norfolk & Western 611 and Nickel Plate 765 ran on C&NW, they had special dispensation to run without ATC. Because of accidents elsewhere, proper cab signals and/or ATC are mandatory." The cab also sports a two-way end-of-train (FRED) device. Unless you were looking, you wouldn't notice all of the electronics.

After picking up a new mobile radio (a new design capable of 160 channels) we grab everyone and head over to lunch at Tishes. Another favorite with the steam crew, the meatball sandwich, is highly recommended. Time is next spent loading soda into the concession car *Sherman Hill*, on a conference call to Illinois to confirm the arrangements already planned, and in further discussions about steam programs in general.

"What advice do you have to those who are restoring or want to restore a steam engine to





UNION PACIFIC 844 HITS THE DIAMOND at Rochelle, Illinois, where UP's ex-Chicago & North Western main crosses BNSF's ex-Burlington main on August 25, 1996 (opposite top). The big Northern was awaiting departure in Council Bluffs, Iowa, the previous day (opposite bottom). UP steam boss Steve Lee looks on as Ed Smith, Ron Tabke and Bob Lockman lubricate the 844's running gear near Carroll, Iowa, on August 24, 1996 (below). A UP pilot looks ahead as Bob Kreiger runs the 844 eastbound between Sterling and DeKalb, Illinois, on August 25, 1996 (above).

operation?" I ask. The replies are very clear, and communicate that many groups are not in touch with the seriousness of the railroad business in the 1990s. The impression of railroaders



seems to be that most people start on such endeavors out of ego and emotion, not out of a sense of history (though they may attempt to cloak their efforts in it), economics or modern day and private railroad operations. They sink time and money into a restoration venture, with the ultimate goal of many being to run their engine themselves. Very few have a business-like, economic approach to repairing and running a steam engine or running an excursion train. While an engine ultimately may be restored, the question which should be asked before any work is begun is "where are you going to run it, and why and for whose benefit?" Says Union Pacific steam boss Steve Lee, "I'm often asked why UP will not let someone else run their engine on UP. My response turns the question around: 'why should we?' What is in UP's corporate interest to do so when we have our own steam engines? About 99% of the time there is no benefit, just risks, aggravation and a burden. The list of deficiencies can be endless — not a UP locomotive, not main line capable and incompetent crews being the most obvious. Most locomotive restoration projects start out



with a flawed premise. To paraphrase the movie, 'If we restore it, they have to let us run it' simply is not reality. A railroad's obligation is to its shareholders and customers. No railroad has any obligation to run any steam locomotive, or old diesel for that matter. That a few railroads do allow others to run steam is fantastic. But it doesn't mean that a railroad must run a locomotive that it doesn't want on its property just because someone restored it. People who restore engines and then seek to pressure railroads into running them make a bad name for the entire steam community. They tend to be the ones that debut with great fanfare and then don't turn a wheel again for years. And they usually blame all their problems on others when the real fault lies in their own unrealistic assumptions and attitudes.

"There are some well-run organizations out there, but there are also some that are underfunded, ill advised and/or do not have the organizational depth, experience or credibility to pull off a proper restoration. And even if they could fix it, could they competently run it, even if they found a cooperative railroad? Usually not. Another situation that causes some difficulties every so often is a certain few individuals who travel the country working on steam projects. Some are fine, yet some do substandard and/or overpriced work and/or work the angles to their private advantage. This does not make the insurance industry feel warm and fuzzy. The steam community is small enough that any organization who wishes to check credentials and references on anyone else can do so easily, but oddly, 'newbies' seldom do. It's in everyone's interest to maintain the highest, ethical standards across the country, and positive relationships with insurers, vendors, financiers, and other operators.

"It's interesting to watch things change and evolve in this industry. Five years ago it was taken for granted that Norfolk Southern's program would last forever and that BN would never, ever run steam. Today, NS's program is only a fond memory and BNSF runs steam annually. And I admire the way BNSF does it. They didn't have the structure (locomotives, shops, people) to run their own program and they didn't want to make the capital commitment necessary to start from scratch, so they did the next best thing. They set some internal objectives and standards as to how they wanted those objectives accom-



AT THE THROTTLE OF UNION PACIFIC 844, Steve Lee gives Peggy Grosskopf from UP's finance department a first-hand look at the steam program. Like any other piece of the corporation, the steam program's benefits must outweigh its costs. The railfans were gathered at the Kate Shelly bridge near Boone, Iowa, as the magnificent UP excursion train crossed the former Chicago & North Western span (below).

plished, then carefully sorted out the existing non-railroad operations available to them. If you have a steam locomotive that meets their standards and can demonstrably operate it and conduct yourself to their standards, and if what you do benefits BNSF, you may occasionally get the opportunity to run your engine on BNSF. If you don't meet all of those requirements, you don't run on BNSF, period. If I were starting a new program from scratch, I'd be hard-pressed to find a better or more cost-effective way to do it. They are pretty much doing what we did with our engines in the 1970s and early 1980s, and as their comfort level increases, they might do more. But what they are doing and who they are working with (and who they aren't working with) is a reflection of what they want to accomplish at the corporate level, not necessarily what someone who restores an engine might want."

"What advice can you offer to others based

on how you run the UP's steam operation on the road?" Says Lee, "You have to be safe, sensible, flexible, proactive, keep the overall business picture in mind, work win-win, keep out of the way of regular operations, do most everything yourself and plan, plan, plan. Our goal is to place no additional burden on local management or regular operations and to have no surprises. For example, we don't need extra management or supervision to accompany our trips or to ensure proper operations; we handle that ourselves. About the most we require is a track to park the engine overnight next to a road and a fire hydrant, and I locate those personally ahead of time. We need friends out there on the railroad, and the last thing we want is to leave an impression that the engine's very existence causes too much trouble. We hi-rail each route and walk every foot of yard trackage we plan to use ahead of time. This ensures that we can go where we say we need to, turn as needed, park safely for our and public safety, load fuel expeditiously and take water with a minimum of effort, and we have fall back plans in case things don't work as planned on trip day. Proper planning is indispensable.

"We relearned that lesson on our trip to the Clinchfield. CSX told us the wye was still in at Kingsport, Tennessee, which it was, but the track had been realigned, which they didn't tell us, and I didn't personally check it. Consequently, we couldn't turn the 3985 there and had to run in reverse for 100-plus miles at night to get back to the next day's starting point. Since then, we never, ever, run anyplace that hasn't been recently checked in person by one of us. Since track layouts can change frequently these days, we revisit locations even if we were just there last year. For example, 844 cannot be turned on the wye at Laramie, but 3985 can. At Council Bluffs, 844 can be turned on the turntable, but 3985 cannot because it's too long, and neither engine can negotiate the balloon track due to

Bill Brandenburg



tight curves. The Bay Area is difficult, and neither engine can be turned in St. Louis. And we know the location of damn near every fire hydrant within 500 feet either side of any UP trackage. Any operator running on any line must take advanced precautions to know where he can and can't go and to ensure safe operations.

"As far as dealing with local towns, law enforcement and so on, yes, we are what the insurance industry would call an attractive nuisance, but it's not a serious issue. We are not Disneyland coming to town, so we encourage everyone to behave, but if you surround the train with armed guards to keep the public away, you defeat your purpose. It's a balancing act, and so far it has worked well. If someone says they don't want to hear the engine hiss all night at a stop, we say we're sorry, give them a hat and explain we'll be gone in the morning. Not everyone likes to see a steam engine come to town.

"Some of the operating folks think we must be handled with kid gloves, but we convince them otherwise by explaining what we need to do and why, and then doing what we say we will do. On the road we would rather take a siding than force a big freight into one — we can accelerate much more rapidly after a meet than a 14,000-ton coal train can. We blend with the flow of traffic. If that means doing 70, we do 70. If it means doing 45, we do 45. Anything to make it easy on the dispatcher; if we help them out, they are more likely to work with us. The folks at the Harriman Dispatch Center are comfortable with how we run, which took some time and relationship building. We work well together and very few on UP are still afraid of a steam movement. The main reason we don't let people off the train at service stops is because we can get our work done and be moving again in 15 minutes or less if we don't. If we have to cancel photo runs so the traffic moves well, that's the way it is, and that's why we pick multiple locations in case a few have to be passed up. Of course, being employees rather than guests of a railroad, (which is what private operators would be) is a big help. The UP steam crew tries to make no imposition on local management; we handle virtually everything ourselves."

On-train staff

After dinner, we attend the crew briefing at the motel, led by Hal Lewis of the Pacific Limited Group, the trip's sponsor. I sit next to Carl Jensen, who used to run the NS steam program, and ask him how he likes retirement. "I love it," comes the expected reply. Carl will be a car host on the trip.

The level of planning and competency of the PLG is readily apparent from the quality of the discussion. Details of each passenger and service stop are handed out and discussed. There are individual assignments, photo runby rules, safety and first aid instructions, crew instructions (24 pages, with gradient profile), trip brochures for the passengers, UP release forms, etc. Almost everyone (44 in all) is a veteran of other PLG trips, so the meeting goes smoothly with few questions. Safety is the most important product. As everyone often repeats, "our first accident will happen on our last trip." A solid volunteer organization, in terms of the caliber of its individuals as well as how they are organized, is of paramount importance to ensure the safety and enjoyment of the passengers. An established trip management reporting hierarchy is the only

way to make it happen from any railroad's perspective. Railroads require clear chains of command and unambiguous, simple, straightforward communications. The PLG is a solid organization in this regard.

Steve adds his own pep-talk to the car hosts, describing each passenger stop in greater detail — exactly where the train will stop, condition of the boarding area, and contingencies that might arise. The train will run with the traffic and there will be a need to switch radio frequencies en-route. Runby location difficulties are

loading zone for today's eastward run. Bob Krieger, Jack Wheelihan and other steam crew members back the engine slowly towards the train, while two members of the UP's headquarters staff, Peggy Grosskopf and Jon Panzer, seeing me in a UP t-shirt, ask if I know Steve Lee. I nod and point him out. His badge proclaiming "I'm not Steve Lee," coupled with his deadpan countenance, slows down the introductions for a moment or two. Peggy and Jon will ride to Chicago to experience the UP steam program up close and personal. Having never ridden a



IS THERE ANY QUESTION WHAT THE PRIORITY IS HERE? Bob Krieger looks down from the cab of UP 844 at Council Bluffs, Iowa, on August 24, 1996. The railroad and the trip sponsors say, "Our first accident will be on our last trip." Safety is the priority.

reviewed in terms of right-of-way topography (the corn and soybeans are planted right up to the edge of the ballast, and the railroad is on a minor fill for much of its length). A general overview of the line and stressing safety: "We want the dutch doors and baggage car doors closed on the live side of any double track as we will have running meets at track speed. If I look back and see a dutch door open on the live track side, I will stop the train. You have serious responsibilities and your personal railfanning must take a backseat to the business at hand." There is no room for error. Since anything can happen, everyone should always "be aware of where you are and everything that's going on" at all times. The insurance is null and void if anyone drinks, so everyone is admonished to keep alcoholic beverages off the train. In spite of it all, have fun.

Finally on the road

It's breakfast at 0600 for the laggards and then off to the Golden Spike memorial, the

steam train before, they seem to enjoy the experience and log a fair amount of cab time.

By 9:25 a.m. we are heading north along the Missouri River. Having achieved main line track, the engine exhaust erupts into a sharp crack that I haven't heard for years as we keep accelerating eastward. I ride in the tool car for much of the trip, a totally necessary item to the operation of the steam engine; having one behind the engine facilitates quick servicing and emergency repairs and makes the crew's work bearable. The *Art Lockman* contains a drill press, milling machine, lathe, MIG and oxy/acetylene cutting and welding equipment, numerous large and small hand and power tools, stocks of lubricants and myriad other parts such as rod brasses, brake hoses, packings, gaskets, valves, etc. Included is an Illinois Central whistle owned by the boss (sorry, Steve, your crew says it sounds terrible). Since running a steam locomotive can be a 24-hour-a-day job in locations remote from accommodations, creature comforts abound as well: a well stocked freezer, gas grille, refrigerator, comfortable chairs,

The Steam Team

There are seven full-time employees on the UP steam team reporting to Steve Lee. Highly skilled tradesmen, and good all-around mechanics, they are, in the words of their boss, "intensely proud of their work, their locomotives, their railroad and each other. They are all close friends on and off the job, looking out for each other (with an exemplary safety record) and our steam program. This is the finest group of people I've ever been associated with, and I consider it a privilege to work with them. People frequently ask me how they can get involved in the steam program. You don't," says Steve. "We have low turnover. You have to be a UP employee living in Cheyenne, and you have to earn your way on the crew by volunteering for a long time whenever we can use an extra hand before you might get a chance to bid on an opening."

Steve Lee

Steve declined to discuss himself, preferring his dedicated crew gather the limelight since they rarely get the attention they deserve. Let it be said, however, that Steve really needs no introduction, a very well known steam mechanical and operating expert and advisor throughout the steam community. One of his admirers says that Steve is one of the few that can do technical research, retain it, and apply it in practice. Not one to mince words, and fiercely loyal to the UP and what he is trying to accomplish, he is nevertheless always interested in a witty comment or laugh, and loves to needle those on the workaday UP that think his steam charges are ancient, antiques, incapable of real work. For example, when deadheading east with a local freight one year, a grain elevator needed some switching. The dispatcher questioned whether the 3985 could do the job. "Of course," came back the reply. "What do you think they did 50 years ago?!" That was one happy elevator operator that day.

Bob Krieger

Engineer and fireman today, he was born and raised in Chicago. While a psychology major at the University of Utah (good training for steam engine crewmen) he saw the 8444 come through in 1969 on the final leg of the *Golden Spike Centennial Limited*. After college and a brief stint working for Texaco in Illinois, he signed on as a brakeman on the Rock Island (1972-'76) and then moved to the UP, where he started in engine service in 1977. In 1979, he joined the Project 3985 Committee, where Lynn Nystrom was also a member, and for two years Bob worked his regular job on a switch engine for eight hours, worked on the 3985 for eight hours, and slept for eight hours. After accompanying the engine to Sacramento in

1981, the entire group had to sign waivers stating that they would have no further involvement with the engine and that it reverted to the UP mechanical department. From 1981 to 1987, Bob kept his hand in steam by hostling the engines at Cheyenne prior to trips. In February 1988, he was asked to be a fireman during the two days of filming of Oldsmobile commercials west of town (40 runbys in two days, many shot from a helicopter), but the ad campaign was scrubbed when it was thought the steamer would get more attention than the cars. In 1988, Bob joined the steam team more seriously, still a full-time road engineer, but helping the steam crew for weeks prior to and after a road trip. In 1993, both Bob and Lynn were put on the steam team payroll full time. As a member of the Brotherhood of Locomotive Engineers, Bob's skill and seniority are an asset on the road. On long trips, Bob will spell Steve as engineer, other times he will fire. On E-unit trips, Bob is the train manager, and on all trips Bob keeps track of the runby list and helps with fuel and water planning and other logistics. Returning from a California E-unit trip riding in the dome car at night, watching the Mars light trace its famous figure in the desert air, he considered what he does "the greatest job in the world."

Lynn Nystrom ("Nasty")

After a decade in the Navy, Lynn segued into the role of Special Agent with the Rock Island in Chicago where he met and married Mary, also a CRI&P employee at the time. Joining the UP as a switchman/brakeman in 1975, he became a conductor working from Cheyenne to Rawlins. Along with Bob, Lynn was one of the core members of the 3985 restoration project. He's still a conductor, and also a switchman, fireman and hostler on the steam crew, which he joined full time in 1993. Since our featured trip across Iowa, Lynn has been promoted to engineer.

Ron Tabke ("Ronbo")

Born and raised in North Platte of a railroad family, Ron started with the UP signal department in 1971 and then worked under Art Lockman for ten years at the North Platte diesel shop as a boiler-maker-welder, doing heavy wreck repairs and diesel fabrication work there. In 1981, he helped with the last part of the 3985's overhaul, and in 1991 helped convert the engine from coal to oil. Having learned a lot from Art, Ron bid for Art's job when he retired, and he is now the engine house and mechanical foreman on the steam team. Ron is one of the premier welders on the entire UP, in addition to being an excellent foreman and performing any task required. On the road, he is part of the service crew and often the night watch crew.

Ed Smith ("Curley")

Ed has been a welder for years, doing heavy fabrication work in his hometown of Evansville, Indiana. He was a helicopter mechanic in the Air Force, and started with the UP in 1978 as a pipefitter. He bid for an opening on the steam roster in December 1991 since he wanted to do something different. As the crew boiler-maker-welder, he rivals Ron in welding skills. He is also the crew pipe trades, sheet metal, plumbing and HVAC expert. On the road he is a part of the service crew.

Henry Krening ("Porky")

Henry worked on oil rigs in Montana and North Dakota, then became a machinist in Cheyenne for 16 years before he joined Steve Lee's crew. Ron told him of an opening, so Henry bid for it and, at the time of our story, was the newest member of the team. He likes to machine parts, and there are lots on the steamers to keep him busy. He's also an excellent welder and all around mechanic. He enjoys seeing the engines run after all the hard repair work. "To see them running down the tracks — you feel like you have done something worthwhile with your time." Henry echoes everyone else's comments that the steam crew is very tight knit and watches out for each other and helps one-another, freely, openly, all the time.

Todd Nystrom ("Mr. T-Bone")

The only non-UP employee on the service crew, as Lynn's son, Todd is allowed to help out on the road when he can get away from his business, and he was on the 844 crew for these Chicago trips. He lives in Glenwood Springs, and the 844 passed through his hometown on the former Rio Grande on the way to the 1997 NRHS Convention in Salt Lake City. Todd started helping out back in 1981 (a familiar year) on the 3985 project. His role is servicing and whatever else he can do to relieve the others of the unending road work. An electrician by trade, he says that "Part of being on the team is pitching in to get the work done. Whatever it takes."

Jim Adams ("Griz")

A precision machinist by trade, Jim is back in Cheyenne during this trip, starting to take the 3985 apart. He started with the UP in 1977 and joined the steam crew in 1988. With his background in machine work, layout and setup, he makes most of the parts fabricated in UP's Cheyenne shop and maintains the shop machines and tools. A careful individual, his scrap and rework rate is negligible, and the other crew members say that he can make anything.

Reed Jackson ("Action Jackson")

Reed comes from a railroad family, his

grandfather working for the D&RGW for 50 years, his father for 43 years after that. He has worked passenger trains for 20 years and became wrapped up in the steam program since he was one of the few UP employees that still had a passenger uniform. He has worked some executive and shipper specials, the Wyoming and Idaho centennial trains, and a number of the Cheyenne-to-Laramie photo special trains the UP ran back in the mid 1980s. On this trip, Reed is the conductor and train manager. The PLG reports to Reed, and Reed reports to Steve. Reed is not a full-time member of the crew, but works specials as requested by Steve, his diplomacy and professional conductor skills highly valuable, since he knows what excursions are about and how to handle them. Reed provides continuity and competence from passenger run to passenger run, where a rapport and total trust are required between the engine crew and the conductor.

Mary Nystrom and Harold Mathews

Mary is Lynn's wife and recently retired from the Wyoming State Museum in Cheyenne, and Harold a retired (ten years) former UP employee residing in North Platte. Together, they run the concession/souvenir operation in the *Sherman Hill*. Selling only unique items, many self-designed by the UP crew, the revenues from here are a budgeted item for the UP steam operation and provide about 25% of the total revenue from a long outing such as this one. Harold started with the UP in 1943 in Sidney, Nebraska, working the coal chute there. He recalls that in 1943 there were 5000 people employed in the Cheyenne shops then. Now, only the steam buildings remain. In Omaha, he adds, everything has been torn down except the buildings where the passenger cars are stored.

Jack Wheelihan ("Warm Water Wheelihan")

Jack needs no introduction to most R&R readers. Normally associated with the ex-SP 4449's movements, he is occasionally invited by Steve to be a second fireman because he knows his business, is a professional, gets along well with everyone, and will also do whatever else it takes to keep the engine running and get it over the road. I find out that we are both New Jersey natives and share the same birthday. Small world. His grandfather and father worked for the Pennsy. In 1962, Jack started working for EMD in the "product installation department" (alias delivering diesel locomotives and making certain they work well). When delivering engines to Mexico, he got permission to ride the last 4-8-4s based on his business capacity, but soon found the local crews interested both in practicing their English and more than willing to let Jack take a hand at running the steamers to give them a

break. Jack became involved with the 4449 during the *American Freedom Train* days, again in an official capacity from EMD, and as one thing led to another, Jack was asked by Doyle McCormick to fire occasionally and EMD cooperated in lending him out. Jack learned a lot of his steam mechanical knowledge from the late Bill Gardner at EMD, who in turn learned from the Pennsy's apprenticeship program. Bill was an expert in running gear, shoes, wedges, valve settings, and so on.

John Pribyl ("Prib")

John is Foreman General at the Omaha Coach Shop and spends a great deal of his time riding UP passenger specials as the mechanic in charge. He is responsible for the operation of the power cars and the general condition of the cars in the train, and for repairs and servicing enroute. Often seen patrolling the train, John is another third-generation UP employee, starting as a laborer on a summer gang in 1978 and moving to apprentice sheet metal worker later that year where he worked at the same shop bench as had his grandfather. John is another multi-skilled and multi-talented individual, and also serves as the safety coordinator for the entire Car Shop/Locomotive Shop operation.

Bob Lockman ("Bucket")

Bob is the son of Art Lockman, who had a 43-year career with the UP, starting in Cheyenne as a machinist apprentice in the steam days under his own father, Art, making Bob a third generation UP railroader and the third generation of his family to work at the Cheyenne Shop. On Art's last trip in 1992, they renamed the tool car in his honor. Bob started on the UP in 1978 in the signal department, working his way up to electrical foreman in Green River by 1990. He bid for a transfer to the steam crew in 1993 since he had learned about everything he could at Green River. In Cheyenne, he had five diesels to maintain, not to mention the electrical and cab signal systems on the engines, snowplows, cars, etc. "The steam engines have been a whole different experience. A lot of hard work on the trips with long hours, but the benefits are worth it. You see all the people that show up. Since we only have five mechanical people on the steam crew, we carry 'roofers cards' that let us work any job. I've done more boiler work than electrical work since I joined the crew. The micro-cab UP/C&NW composite cab signal system I just installed in the 844 was a true challenge." Since our trip, Bob has left the steam crew and is now foreman general of the service track in Cheyenne.

Jack Holland

Jack is the new guy on the steam team, replacing Bob Lockman. He is a machinist and joined the team on January 1, 1999.

lockers, kitchen area complete with plastic tulips, microwave oven (labeled "food replicator" — there are *Star Trek* fans in the crew and the chase trucks even have stickers proclaiming "Away Team") and TV/VCR. The 209, between the *Art Lockman* and the *Sherman Hill*, contains four sleeping rooms, a shower, a steam boiler, clothes washer and dryer, and important additional supplies, such as cigars.

At our passenger stop at Missouri Valley, the rod bearing temperatures are measured and found to be satisfactory. Proceeding eastward, we pass mile after mile of new second main track being installed — immaculate subgrade, new ballast, concrete ties and UP-style signals. Uncle Pete is wasting little time eliminating a bottleneck. Corn is now in evidence. A lot of corn. An endless ocean of corn for 360 degrees. I try to imagine how all of this is harvested at once. Up front, Steve and Lynn Nystrom have the big FEF3 running fast with a thin haze at the stack. The familiar UP steamboat whistle fills the air with sounds more likely to be heard in Wyoming than in Iowa, a voice unique in all the world. The crew truck paces us, checking the running gear as it goes 'round and 'round. The need to blend with the flow of traffic is evident — we meet a large number of empty westbound coal trains and are sandwiched in between east-bound double-stacks. Any breakdown would cause the dispatcher in Omaha to have a bad day. As Mr. Lee advises, "You have to prove yourself all over again every trip." We stop at Denison, shoot the rods and pick up some passengers, and proceed to Carroll, where we arrive about 50 minutes late.

I climb up to the spacious cab and prepare to ride to Boone, two hours to the east. There are plenty of seats in a UP cab, so I sit behind Lynn. Just before we depart, Rex Amundson, our pilot engineer for this segment, asks Steve to sign a couple of autographs that two people trackside have asked for. As we start to roll, over the radio comes good news — "844, nobody behind you." "Roger, 844 east, out," replies Rex. Steve is very busy between throttle, whistle cord, reverse, brakes and radio. He stands up and opens the throttle ever wider, and the high-pressure Alco accelerates the train as if it was a single boxcar. Shortly after our departure, Lynn sands the flues while a lot of steam is being worked, then Steve adds to the effort by tossing in a three-inch cigar stub. I cross the cab and advise that what just went up the stack has a \$5 street value in New York. The Kentuckian laughs as the whistle blasts another grade crossing sequence. Lynn tends to the fire and smoke and Rex is ever vigilant about track conditions and radio traffic. As noted the previous day, there is no road foreman or trainmaster or any other manager besides Steve on the train. No waste of resources here.

It seems strange to be running left hand in the United States. Regardless, people are out to wave in each and every town we pass through. They seem to be as amazed by the length of the train as they are by the engine. I ride behind Steve for a while and remark about the smooth ride. Must be the new springs and the overhaul. I offer. "It's easy," says Steve, "just lift up the boiler, put down \$150,000 in dollar bills, and lower everything back in place. It makes for a nice cushiony ride. But this is excellent track, and that helps." We slow and stop at Grand Junction (where the Tara Branch connects to the



REPAIRS ON THE ROAD are part of the everyday life of the Steam Team. Ron Tabke welds a leaky staybolt as Todd Nystrom serves as spotter at Council Bluffs, Iowa, on August 23, 1996. Part of the steam maintenance fleet is a truck that shadows the train during trips (*opposite*).

main line) for a runby. Like honey put out in the spring, the 844 gathers a crowd of townsfolk and children who do not understand the word "runby," even after I explain the concept. After two spirited executions, the definition is clear to all. Local bank president Doug VanDyke hands me his video camera to film a few frames in the cab. His young summer assistant, Amy, a college student, seems impressed with it all, yet maintains a shy innocence. Somewhat knowledgeable of the less pastoral aspects of big city life, I advise her not to leave town. She laughs. As Steve opens the throttle, I hand Doug's video camera down to him as he hands me his business card. Just east of town we pass a stopped hi-rail truck on the westbound main. Further east, we cross the Kate Shelly Bridge over the wide valley of the Des Moines River.

At Boone, Steve and Lynn switch off with Bob Krieger (engineer) and Jack Wheelihan (fireman) and the rods are lubed again. Right number one is 200 degrees. It is decided to keep the speed down to 55 m.p.h. to mitigate the temperature problem. A couple of elderly ladies and their escorts, dressed in red, white and blue and clutching their ticket receipts, are extremely anxious about getting on the train. We comfort them and say that with the engineer, Hal Lewis and the conductor all present, we can

guarantee they will get on the proper car, and we make a second stop just for this purpose. Customer service, always. We stop again, for a reason unknown to me, later determined to be a good time to detrain passengers who boarded thinking this was the Boone & Scenic Valley Railroad's train.

The ocean of corn continues on both sides of the track as we continue east, meeting freights, seeing more new track construction, and stopping at Ames. Finally, at 3:12 p.m., cows and not corn are seen for the first time in six hours. They look closely at the engine, but don't run like eastern cows. Perhaps passed down from generation to generation are the recollections of the C&NW's Baldwin-built, H-class 4-8-4s on this route, brutish engines with a roller-skate front truck, 76-inch drivers and 275 p.s.i. boiler pressure. Slightly heavier than the 844 and with bigger cylinders and more tractive effort, they pulled passenger trains at speed where two Pacifics were previously required. "Almost like great, great granddad said," comments one bossy to the other, as the UP train speeds by at a mile-a-minute clip. "It will do," comments another.

Maintaining a train

My "made-in-the-U.S.A." Cumbres & Toltec

hat has been sucked out the baggage car door by the draft. I venture back to the *Sherman Hill* to buy a UP hat, where souvenir sales are brisk, and by the time I return we are stopped in Marshalltown at 3:50 p.m. for another quick lube and passenger stop. As Steve relaxes for the first time today, along with the rest of the service crew, we get to chat about the maintenance aspects of the UP's steam program.

"The 844 was last overhauled in 1956 and had flue jobs in 1966 and 1971. It had major running gear work in 1954 and the tires were turned in 1966. That was it until we started our total overhaul in 1992. The shopping cost about \$800,000. With the amount of work we did and considering the average annual mileage we run, the engine should not need any major running gear work for another 20 to 30 years. We did most of it in-house, such as rebuilding the engine and trailing trucks, installing new springs, rebuilding the drawbar and spring and brake rigging, straightening the cab (the frame supports had to be cut and rewelded and new wear plates installed), installing new flues, ultra sounding the boiler, installing new brasses and so on. We took bids on putting new tires on the drivers and the Strasburg Rail Road won the job. The Strasburg also fabricated the new superheater units. While we have a highly skilled group of tradesmen on our steam team, we do send out machining and fabrication work that we cannot justify performing in-house.

"People often ask if it's hard to get parts, and the truth is the big ones are relatively easy

(springs, flues, tires, etc.) with multiple sources often available. It's the little parts that drive us crazy. For example, certain small valves, seals, packings, gaskets, piston rings, small forgings and castings. Water glass gaskets and air brake gaskets are a real problem — you may only need a dozen to last you 20 years or so, but the minimum order is 100. The TRAIN organization is a good place to meet people with similar problems and seek common solutions. A lot of us buy our pin grease from Doyle McCormack, who orders it in bulk and then resells it. We are also lucky in that we have access to 95 percent of the original drawings of both 844 and 3985. There are over 7000 of them. That's critical when we need to make a part from scratch or rebuild a worn one and need to know what the materials, dimensions and tolerances should be. We're still looking for drawings of the turbine tenders we use for water cars (ex-FEF1 tenders), particularly the frames and draft gear. If anyone has a set, I'd like to hear from them.

"This winter, we'll do some shop projects and upgrade and improve the support cars some more (we'll never run out of things that can be improved), then start on the 3900. It was last overhauled in 1956 also, to accomplish one more year of hauling freight, so they didn't do a thorough job. It needs new cylinder bushings, particularly. We'll probably spend about \$500,000 on it and take about as long as the 844 project. The 800 was rebuilt much better than a normal overhaul, and years of deferred mainte-

nance were cleared up, such as the excessive play in the front truck which was accommodated over the years by adding more wear plates. Tolerances all over the 844 are now the same as new. Both engines are on programmed maintenance, so there will never again be the need to spend the large sums we had to spend catching up. Operating and maintenance costs will decline as a result, and efficiencies will improve as well. The 844 is now twelve to 18 percent more fuel efficient than before the overhaul. We cannot haul the heavy trains we do at the speeds we do on our busy main lines with less than first-class equipment. We have to be ready to run as requested, when requested. In fact, the equipment is an integral part of the first-class image we try to communicate."

To further help reduce maintenance costs and improve safety for every steam operator, the UP and others, along with the NBIC (National Boiler Inspection Code) staff, have formed an official subcommittee of the NBIC — the Engineering Standards Committee — which also serves as a task force to the FRA. It is drafting up procedures to require steam engine inspections and rebuildings (e.g. flues, tubes) on a firing day, rather than a calendar day, basis. Properly drafted and properly enforced, these changes to the FRA's rules will help everybody countrywide. Draft documents were out in 1997. The steam community is pushing to keep owner-operator inspections, much like the airlines, versus third-party inspections. The FRA agrees changes are

needed. With the input and sanctioning of the NBIC, approval should not be a problem. This collaborative effort has taken on special meaning after the Gettysburg boiler incident, and the

FRA and insurance industry are grateful for what is being proposed. The professionals in the steam world (and I include J. David Conrad, Lynn Moedinger and a selected other few) have the technical knowledge to help the FRA, who are willing listeners. It seems clear that the FRA is embarrassed that the Gettysburg incident happened in the first place. Since the UP is the only corporate, main line steam shop in the country, the FRA comes to Cheyenne often for advice on steam engine inspection techniques and maintenance requirements, and for that recognition and confidence the UP steam team are grateful.

"I can't spend a half million on a locomotive and then go back a year later and ask for another \$300,000 and then a year later ask for even more," says Lee. Planning, focus, execution, having the right people, and budgeting are recurring answers to producing a sound running, main line acceptable locomotive.

It is apparent that operating a corporate steam program in the 1990s has to benefit the railroad for the program to survive. In the July 1999 R&R we'll finish our conversation with Steve Lee and look at the future of UP steam. 



BOOK DEPOT



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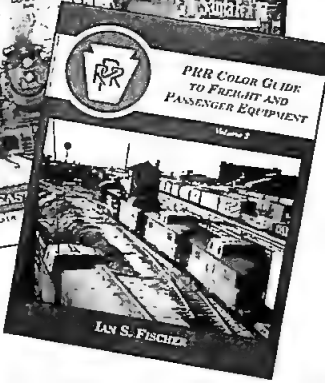
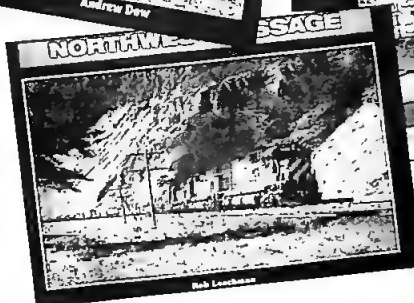
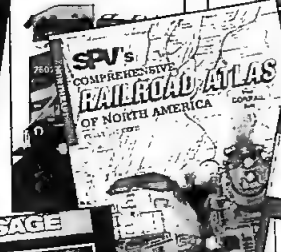
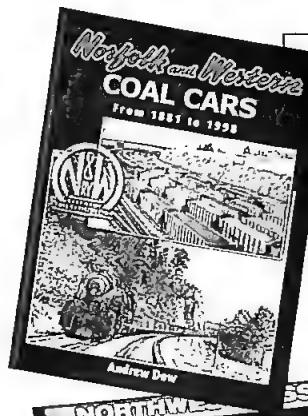
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ON THE MENU

by JAMES D. PORTERFIELD



Kentucky Derby Day Train

A LETTER PENNED by Charles Bogart, a conductor on the Bluegrass Railroad in Versailles, Kentucky, arrived here recently. Therein Mr. Bogart describes a dinner train—of sorts—that you and I may only be able to dream of riding. Nevertheless, because it contains information of interest to anyone enjoys railfanning, good food or both, I share below what Chuck Bogart had to report:

"Many dinner trains lay claim to being the finest in the United States. I would argue that these claims are in error. To me, the finest dinner train in America is the Governor of Kentucky Derby Day Train. Why isn't the Governor's train included in the list of top dinner trains? Simply because it is operated only once a year, and a ride is by invitation only.

"The Derby Day Train runs on the first Saturday in May, carrying the Governor of Kentucky and some 400 guests. It travels from the state capitol in Frankfort, to the Kentucky Derby in Louisville. The train is powered by CSXT locomotives and made up of leased CSXT business cars and private rail cars. The Governor's invited guests come from three walks of life. The majority are commercial and industrial leaders of firms presently operating in, or considering locating in, Kentucky. Others are Kentucky residents who have distinguished themselves in entertainment or philanthropy, or have exercised leadership in their communities. The third and smallest group is made up of the Governor's friends and family. The purpose of the train is to promote Kentucky. An invitation to come on board is a coveted honor.

"The 1998 train was powered by CSXT GP40-2s 6300 and 6297. These units were followed, in order, by CSXT business cars *Baltimore, Louisiana, Kentucky and Indiana*, then private cars No.850, *Moultrie, Northern Pass, Osage River, Cuiver River, Mark Twain River* and the *Casper R. Taylor, Jr.*, and finally by CSXT business cars *Greenbrier* and, carrying the markers, *Georgia*. Officials rode in the *Baltimore*. The *Louisiana* was used for storage. The *Kentucky* provided head-end power. Three cars — *Indiana, Moultrie and Georgia* — were designated sightseeing cars. The others offered entertainment: Sing-alongs in the 850, karaoke in the *Northern Pass*, live bands in the *Casper R. Taylor, Jr.*, oldies and blues in the *Mark Twain River* and popular tunes in the *Greenbrier*. Dining car duties were performed by the *Osage River*, while a buffet was set out in the *Cuiver River*.

"On Derby Day, guests board at the former L&N station in Frankfort for a 10:30 a.m. departure. The train follows CSX's former L&N "Old Line" branch. Upon arrival in Louisville at the former L&N shop area, what is now the University of Louisville football field, at 1:00 p.m., passengers board buses for the ride to nearby Churchill Downs. After a day at the races, capped by the "Run for the Roses," guests return to the train for a 6:30 p.m. departure, re-entering Frankfort at 10:00 p.m.

"What makes the *Derby Train* so special is the food, drink and music on board. As you might expect, Mint Juleps are served, and Kentucky bourbons, especially Makers Mark and Wild Turkey, all complimented by fine wines, other liquors and non-alcoholic



Charles Bogart

THE BUFFET ON THE CUIVER RIVER was a feast to the eyes and the palate of riders on the Part of the buffet spread out in the *Cuiver River* on the Governor of Kentucky Derby Day Train. The train operates over CSX from the state capital of Frankfort to Louisville.

beverages. The trip from Frankfort to Louisville is devoid of entertainment. Instead, the Governor uses the trip as a time to walk the length of the train greeting his guests.

"But if the musicians haven't yet started playing, good food is nonetheless already plentiful. Enroute to Louisville guests are free to visit the buffet car. Here they can help themselves to a variety of foods and beverages. Last year's breakfast menu looked like this:

EGG SAUSAGE CASSEROLE

ROASTED POTATOES WITH BUTTER AND HERB SEASONING

BAKED APPLES WITH NUTMEG AND CINNAMON

SLICED COUNTRY HAM WITH MINIATURE BISCUITS

SAUSAGE LINKS

PETITE LORRAINE QUICHE

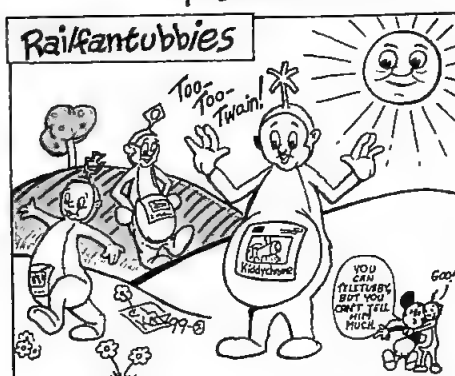
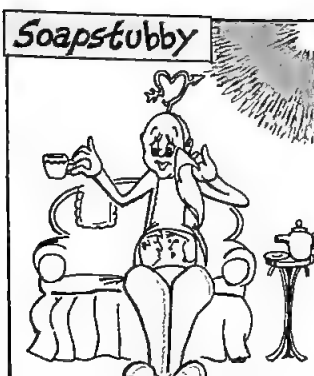
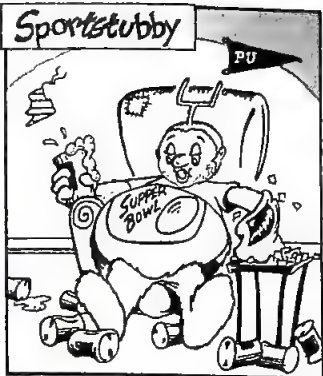
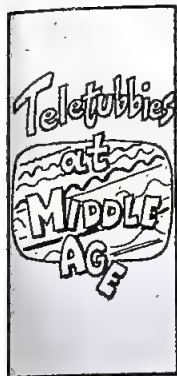
FRESH SEASONAL FRUIT KABOBS OF CANTALOUPE,

STRAWBERRIES AND HONEY DEW

ASSORTED MINIATURE MUFFINS

CREAM CHEESE DANISH

"A purposely slow ride and well-maintained track enables guests to either eat at a table in the dinning car or wander the train with laden plate in hand. Most people opt for the



latter, going from car to car to greet and mingle with friends. This is a period of socializing and discussing the 'Race.' It matters little what your actual level of knowledge is concerning the thoroughbred industry. All on board quickly learn to sound knowledgeable and predict why this horse or that will win. Here and there, a female voice can be heard commenting on another woman's Derby hat and dress. You see, this is not a casually dressed group of railfans. Rather, ladies and gentlemen dress for the important social occasion this trip is.

"After the races, the return trip to Frankfort is entirely different than the morning trip to the Derby. Horse talk is present. Lies about winnings are told. The train is given over to a party atmosphere. Everybody's purpose now, it appears, is to celebrate and enjoy good food and drink. The dinner menu reads:

TENDERLOIN OF BEEF WITH HENRY BAIN SAUCE
JUMBO SHRIMP WITH COCKTAIL SAUCE
MINI QUICHE
TERIYAKI CHICKEN
ASSORTED CHEESE CUBES WITH CRACKERS
STUFFED MUSHROOMS
CREAMY FRENCH BRIE WITH APRICOT PRESERVES
VEGETABLES WITH DIP
MILD SALSA WITH CORN CHIPS
ROTINI PASTA SALAD WITH LA SCALA ITALIAN DRESSING
MEXICAN DIP WITH TORTILLA CHIPS

"Both meals are the work of exceptional chefs from various state dining facilities. Elsewhere on the train, non-operating personnel include state employees and volunteers. While some on board may take their assignment as a requirement, those among us who are railfans see it as a wonderful opportunity.

"At dinner, guests are asked to confine themselves to the buffet or dining car for eating, as it is now time to enjoy companionship in music elsewhere on the train. While a few riders opt for the solitude of coach seating after dinner, and enjoy the beauty of the passing Kentucky countryside, most make for the entertainment cars. With five cars offering five different styles of music, each person or couple can find something to their liking on board the train.

"Offerings include contemporary favorites, oldies and light jazz, and jazz and blues performed live, a piano player accompanying the sing-along crowd, and a DJ in the karaoke car. The karaoke car, of course, has folks dancing. In the aisles of some of the other cars passengers dancing give new meaning to the expression 'Dancing in the aisles.' Take it from a jazz and blues fan,

the music is outstanding. New Orleans can offer no finer jazz and blues renditions than those presented on board the *Derby Train*.

"I would challenge anyone to find a dinner train operating in America that can top this experience — excellent food in unlimited quantities to consume, genial companions, an interesting and scenic ride and well-appointed railroad cars. It is true that my wife and I have only seen the activities and food service from the point of view of workers on board the *Derby Train* (I'm a state employee and my wife volunteers). However, the food and drink we have sampled and the music we have listened to while performing our duties are beyond comparison with any other dinner train we know.

"It may seem unfair to comment on an experience that the vast majority of dinner train enthusiasts will never ride. Yet, one never knows. The Commonwealth of Kentucky might just recognize you one day for your distinguished service to the country."

Anyone want to consider relocating their firm to Kentucky?

Dinner Train Updates

Coopersville, Michigan: The Coopersville & Marne Railway has announced the operation of a *Murder Mystery Dinner Train* in 1999. Each *Murder Mystery Dinner Train* features dinner and a full-length murder mystery on board a vintage passenger train for \$29.00. An optional weekend hotel package to complement the *Murder Mystery Dinner Train* is offered by Lands Inns Suites for \$59.00 (\$89.00 gets you a hot tub) per person for double occupancy (all prices are "plus tax"). Two different mysteries are offered, with one being performed on April 24th, May 1st, 8th, 15th and 22nd and June 5th, 12th and 19th; and the other on September 18th and 25th, October 2nd, 9th, 16th, 23rd and 30th and November 6th. For information and reservations: 800/538-LAND (5263).

Bryn Mawr, Pennsylvania: PTSTI Transportation (Passenger Transportation Specialists, Inc., 1062 Lancaster Avenue, Suite 3, Bryn Mawr, PA 19010-1570) announces a conference for on-board services managers of passenger trains, luxury trains, dinner trains and others, including those who vend, service and supply them. Entitled "On Board Services '99—The International Rail Catering and On-Board Services Conference," it is to be held at the Hotel Cafe Royal in London on June 22 and 23, 1999. For more information contact PTSTI at 610/525-9950.

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NEW YORK CENTRAL

As mergers continually reduce the number of Class Ones, it is illuminating to review the past. This program assembles the best New York Central footage in our files, ranging from the steam-powered "Mercury" storming along a 4-track right of way, to classic diesel variety at Collinwood and "XPLORER" and Aerotrain passing Berea. Also featured are the "Steel Fleet" near Rochester in the early 1950's, last of the Hudsons in Illinois, and Electrics outside Grand Central. At the end of the century, we remember the Road of the Century! \$24 Postpaid. ONE HOUR. Available March 1.



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CAMERA BAG

by JIM BOYD



Variables and priorities

I WAS IN AN ONLINE discussion a few days ago about photography, and one active railfan said he wanted some basic advice on photographing model railroads because he'd had no experience in working with miniatures. In a couple of sentences I summed up the articles I'd done back in the 1970s for RAILROAD MODEL CRAFTSMAN. To get a publishable image with conventional 35mm equipment, I said to go for a wide angle lens like a 28mm and always stop down to the smallest available aperture on the lens. Since models will sit still for you, use the smallest aperture and vary your exposure with the exposure time. Without getting into color balance and film selection and reciprocity failure, this advice would at least get him started with a reasonably realistic-looking and in-focus picture.

Almost immediately one of the other commentators took me to task pointing out that the range of optimum sharpness of any lens is in the middle f-stops (in the case of my f22 28mm, that would be f5.6 or f8). While he is absolutely correct, his statement is completely irrelevant in miniature photography, where depth of field is a far greater problem than optimum lens sharpness. If most of your f5.6 image is out of focus, what good does optimum lens sharpness do? Maybe the middle two numbers on the cab of ol' 5632 are minutely sharper at f5.6 than they would be at f22, but I'd much rather have the headlight in focus, along with the end of the tender, even if it's not at the optimum lens setting.

And then somebody else chimed in with, "... but what about selective focus; maybe he wants the foreground artistically soft."

Gimme a break! What novice is going to be worried about selective focus on his first model railroad photos? His first concern is to simply get enough of the subject in focus to be recognizable. He needs to master a lot more of model photography before he begins to concern himself about "creative" selective focus work in miniatures!

The best advice I ever got on photography in general was from my instructor at the Layton School of Art, who said that "photography is the science of variables, and a good photographer reduces the number of variables he has to deal with." Using that philosophy, I have tended to use one type of camera and one type of film and really get to know their habits, good and bad. My photography may not be the most creative, but I think I get publishable results a higher percentage of the time than many railfans. While nearly all those variables are "truths," some of those truths are truer than others. And many of 'em are irrelevant in most active railfan work.

That business about the maximum sharpness of a lens is absolutely true — but it is much more critical between wide open and f5.6 than between f8 and f22. And in model photography, depth of field is far more important than critical lens sharpness.

Here's another example of a little bit of

knowledge leading someone astray: Back in my college days before photography school, a good friend and I were discovering railfan photography together. Each of us had fully manual cameras that had more thing-a-mabobs on them than we fully understood at the time. My buddy had been told by a veteran photographer that his normal lens would get its best depth of field stopped all the way down to f16. That was absolutely true.

So shortly thereafter he went to the Bevier & Southern short line in Missouri, which was running a CB&Q O1a 2-8-2. Taking the expert's advice to heart, he took every picture at f16 for the maximum depth of field. Of course, in the cloudy weather with the black steam engine, that pushed his shutter speed down to about 1/500th of a second. He got back two rolls of pictures with nearly infinite depth of field and a motion-blurred 15-mile-an-hour 2-8-2! Even the static shots had blur from hand-held camera shake at that shutter speed. As we all should know, shutter speed is usually the most critical element in outdoor action photography. If you don't stop the action, depth of field does you darned little good.

These are all related, once you understand the relationships between f-stop, distance and depth of field. Depth of field is a logarithmic scale that produces extremely large and critical variations when working at close focus and little or no variation when working at the infinity end of the scale. In outdoor railfan action photography, we're working with that infinity end of the scale, where depth of field is a minor concern in most work. It becomes much more critical when using telephoto lenses, though, while wide angles are much less critical. Thus both outdoor tele work and close-up model photography require close attention to depth of field, while in normal or wide angle outdoor work depth of field is of little concern in most cases. Shutter speed is critical in action photography, while not at all important when shooting a static model scene.

Even with automatic-everything cameras, it is important for the railfan photographer to understand the basics of photography so he can judge the importance of one factor or variable in relation to the subject matter and other camera factors. When is shutter speed important? When is depth of field more important? When do you abandon slow, sharp film in favor of a less pristine but much faster film to be able to get good results? A novice should seek out a good "how-to" book on photography before heading out into the field. And while there are a couple of good books specifically on railroad photography, almost any good guide to outdoor shooting should provide enough of a "basics" lesson.

Photography, in spite of automation, is still full of variables. It is up to the photographer to determine the relative importance of each of those variables and either give them the attention they deserve or ignore them completely as irrelevant to the subject

Vintage Stampede Pass



The North Coast Limited Crossing Stampede Pass, from Sunday River Productions, P.O. Box 565, Concord, MA 01742, 800/334-0854 (ask for operator 423), fax 978/369-7064; 50 minutes, \$39.95 plus \$4.00 shipping (Mass. res. Add 5% tax); VISA/MC accepted.

One of the oldest purveyors of commercial railroad movies for railfans is Sunday River Productions. Originally selling the likes of color super-8mm movies from then-contemporary steam subjects, the firm started producing videos of historic steam and then diesel footage some years back, transferred exclusively from 16mm stock. We just received our first tape for review, featuring never-before-projected footage covering the halcyon days of the Northern Pacific's diesel powered passenger service — the two-tone green, post-war, *North Coast Limited*.

We start with, and revisit, some very detailed maps of the region, which explain the history of the Northwest's main lines and the NP's route, including the early 5.5% switchbacks over the Cascades and the subsequent Stampede Pass tunnel which eliminated their need. Other than a very few black and white stills and historical film clips, the bulk of the program was shot out the vestibule doors of the *North Coast Limited* and the *Mainstreeter*. We ride the line eastbound and westbound several times, generally between Yakima and Portland/Seattle under sunny, summer skies. The scenes can be quite awesome — mountains, semaphores, the long, sinewy, two-tone green serpent highlighted against the brown canyon walls west of Yakima, the Columbia River Gorge and various stations en-route. In the background is a detailed narrative of the history of the line, the train consist, motive power (including the NP's later steam fleet), train schedules and speeds and scenery en-route. At the end of the tape is seven minutes of mostly out-the-cab-window, video footage shot from the first train through Stampede Pass in over 13 years on a snowy Pearl Harbor Day 1996. The opportunity to see the interior of the narrow confines of the tunnel is worth the ride.

I found the film transfer first rate and the content generally well above average. The narrative warrants your full attention, as it is full of facts and history, but at times it jumps between topics and time periods and sometimes could be of higher audio quality. I preferred to watch the visuals without the sound, since I couldn't fully concentrate on both at once, and then the second time concentrate on the information, but that might be a function of my aging brain. I did miss having a better description of the scenes and locations being shown on the screen, either via narrative or subtitles, but students of the NP or the Northwest can figure

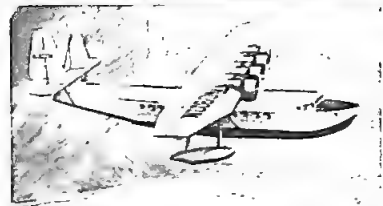
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When slides come back

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Cozon Belts KC Connection
TVRM: 3 miles of history
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Wreck to save lives
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Multiple train photography

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Front Royal connection
Milwaukee Road West
Meet Mason Cooper & Ed Lynch

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30 years of UP steam
Tale of a Century 420

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Huntdale at Night
Crestline, Ohio
Railfanning: China style

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The SDP40F Story
Weekend in the Twilight Zone
Red F-units & Yellow SDs

February 1991

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CN's Asherley Swing Bridge
Washago Junction
SDP40F, Pt.II

March 1991

ConRail's State Line Tunnel
Steam through Patagonia
Crowncrest, Cranbrook & Coel
Velvia & Exposures revisited

April 1991

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Indiana & Ohio GP30
Sacramento: 10 Years
Crowncrest, Pt.2

May 1991

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Last run of the Electroliner
Return of the Electroliner
Incoming Spuds

June 1991

Riding the Super Fleet
The Thermal Belt
The "other" 2-6-6-4s
Shooting Super Fleet in B&W

July 1991

Firing the Hoosier Hudson
The Schenck Engine

Plaster City's Alcos

Hi 8 Video Introduction
Shifter

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Celebrating Sacramento
Aboard the UP doubleheader
Maine's Quintessential Short Line
Project 2472

September 1991

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Tracking the Green Machine
Amtrak's Empire Corridor

October 1991

NYC's West Side Freight Line
UP's Kansas Corridor
Fireball Summer
Ilford's XP-2 Film

November 1991

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NRHS Huntington '91
Convention
25 Years of Steam in Dixie
Kodak's new Ektachrome 64X

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Sacramento River spill
Simpson Timber
1991 Cover One winners

January 1992

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it out pretty well. The tape is a nice presentation of an American classic railroad, its mountain routing, and the zenith of its passenger fleet and I'm glad Sunday River had access to the footage of a subject too little covered by the medium. A very nice tape to reminisce about riding a classical American route in style — **TOM KELCEC**.

Ohio Central steam



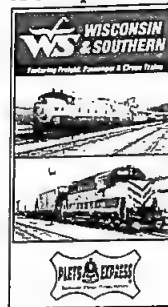
Riding the Rails of the Ohio Central, from Goodheart Productions, PO Box 47131-R, Chicago, IL 60647, 800/482-1522; 24 minutes, \$14.95 plus \$4.00 shipping on one tape, \$1.00 each additional tape (Ill. Res. add 8.75% tax). VISA/MC accepted.

The first sentence on the dust jacket states, "A railway journey through the delightful 'little Switzerland' countryside of the Ohio Central Railroad is like watching a Courier & Ives landscape coming to life." Viewing this 24-minute souvenir tape backs up the observation. Brought to the prime attention of steam fans via the publicity following the 1997 railfan weekend that saw multiple trains pacing each other, double-headers and even triple-headers, this tourist-hauler in Ohio, operated by Jerry Jacobson along with his normal freight service, has a lot to offer serious steam fans as well as those just interested in a nice "day out."

The Ohio Central boasts a modest fleet of medium-sized steamers. Featured on the tape are ex-Buffalo Creek & Gauley No.13 (1920 Alco 2-8-0), ex-Canadian National No.1551 (1912 Montreal 4-6-0) and ex-Canadian Pacific No.1293 (1948 Canadian Locomotive 4-6-2), each in the clean and tasteful Ohio Central livery. Runbys, whether traditional wedges or long pans highlighting the countryside, are punctuated by good smoke and sound effects, nice locations, and shots taken over multiple visits to the line. A nicely edited mix of the usual runbys, along with more artistic views which highlight the classical, animal-powered Amish farms which surround the line and on-board, in cab and engine-pacing scenes keeps the program moving. An unobtrusive, yet informative, narrative, accompanied by tasteful musical interludes, adds to the appeal for multiple audiences.

Operating out of Sugar Creek, Ohio, from May 1st through the end of October (but never on a Sunday) the Ohio Central should be on any fan's itinerary. With the scheduled emergence of GTW 4-8-4 No.6325 from restoration this summer, rumored initially in proper livery, there is no excuse not to patronize the railroad. As an added bonus for the future, the railroad has added another CPR G5 to its fleet with the acquisition of Gettysburg's 1278. Thanks go to Dave Goodheart's team for this short, well-done and eminently viewable introduction to the operation, and to Jerry Jacobson for his decision to continue operations at least for the 1999 season. Buy the tape and visit the railroad. You'll find this to be a great operation — **TOM KELCEC**.

A sharp-looking regional



Wisconsin & Southern, from Plets Express, PO Box 217, Altoona, WI 54720, 715/833-8899; 114 minutes, \$31.95 plus \$4.00 shipping (Wis. Res. add 5% tax); VISA/MC accepted.

One of the visually snazziest regionals out there is the maroon and silver liveried Wisconsin & Southern. The railroad sports roughly 30 vintage EMD diesels, covering nine models ranging from classic E-units to NW2s, SW12s and a suite of GP models (GP7, 9, 18, 20 and 35) as well as SD20s. Shot from 1994 to 1997, this two-hour tape, produced by perfectly positioned Wisconsin videographer Brad Plets, covers almost all of the road's mileage in Wisconsin, with cameo appearances by the Wisconsin Central, Burlington Northern, Soo, Canadian Pacific, Chicago & North Western and even Metra. The presentation style is generally runby oriented, with the narration providing detailed particulars about train consists, movements, and power, particularly the heritage of each unit.

The coverage is extensive. Two major segments are a ride with the crew on a regular line job on the Mayville branch, where we see how the Del Monte vegetable traffic is handled as part of a flowing production line, and an extensive chase of a May 1996, multi-day, cross-Wisconsin, E-unit powered

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ANNOUNCEMENTS

CHARLOTTE, NORTH CAROLINA, July 10, 1999. Southeastern Railroadiana Collectors Fourth Annual Railroad Collectibles and Model Train Show. Metrolina Expo Center, 7100 Statesville Road, 9 A.M. to 4 P.M. Admission \$4.00, under 13 free. Tables \$35.00. Information LSASE to: Marlin, 4183 Paran Pines, Atlanta, GA 30327. 899

BRYSON CITY, NORTH CAROLINA, RAILROAD DAYS, Saturday, June 12, 1999, 11 A.M. to 4 P.M. at historic 1890's depot (former Murphy Branch So. Ry. Now Great Smoky Mountains Railway). Railroad exhibits, antiques, crafts, spike-driving contest, food. For details call 1-800-867-9248. 699

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NEW RELEASE! Altamont Press released California Region Timetable 10, fully revised to include all merger details. New featured maps of Roseville Yard and Feather River Canyon with updated rosters and symbol charts, just \$19.75! Other current editions: Northwest (OR/WA/ID/AK) \$17.75, Rocky Mountain (CO/UT/NV) \$16.75. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. MC/VISA. Web Page: <http://altamontpress.com> 599

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AT PRCO trip. I will only share a few highlights of the rest of the tape with you here — Horicon (one of two hubs on the railroad and location of the main shop), diamonds at Slinger, meets between W&S freights, a mixed of freight and business cars, depots at Waukesha and Whitewater, E's powering the July 1996 Baraboo circus train and a ballast train on the Reedburg branch, switching the yard at Janesville and semaphores. There are many more runbys and locations than I can mention here.

Good standard video technique, informative narration, a good paper line map and roster enclosed with the tape (a Plets standard feature) and an explanation of the reasons behind the traffic as well as the evolution of the railroad (150 line miles in 1980, 725 line miles in 1996) make for an informative viewing experience — **TOM KELCEC.**

Cab ride across Missouri



Ozark Country Cab Ride, from Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911, 800/950-9333; 90 minutes, stereo sound, \$19.95.

This tape takes the viewer for a ride across BNSF's Cuba Subdivision between St. Louis and Springfield, Missouri, on a hot intermodal train.

With plenty of meets interspersed with trackside footage, this provides a good look at an interesting line.

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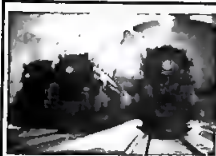
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EXCEPT FOR FINISHING the Red Line subway to North Hollywood, a moratorium has been placed on rail construction in the Los Angeles area. Among the lines that were stopped was construction on the light rail line to Pasadena.

According to information supplied by Douglas I. Duncan, the California legislature approved a major piece of legislation that would take responsibility for building the Los Angeles to Pasadena line away from the MTA and give it to a new transit agency. The Pasadena project was expected to cost \$804 million and \$220 million had already been spent in the design and preliminary construction before the work was stopped. According to the legislation, the MTA will have the responsibility of operating the line, but construction will be in the hands of the Pasadena Blue Line Construction Authority. If Governor Wilson signs the legislation, this could mean that Pasadena will get its service much sooner than anyone could have expected earlier in 1998.

Still to be resolved in the Los Angeles area are problems of making major improvements in the bus service and construction of other rail lines, particularly the politically sensitive east Los Angeles rapid transit line.

on the N-Judah line, the extension of N-Judah service through the tunnel and beyond the Embarcadero stop along new trackage to the Caltrain station and a new computer-controlled signal and operating system. Many changes at one time are conducive to knotty problems. Let's hope that the mayor is successful and that the MUNI staff will be able to get its act together.

Installation by the new automatic control system is three years late and, at \$70 million, is almost triple the original price tag. Mayor Brown has threatened to sue Alcatel Transport Automation for compensation to the city for the delay and its problems. Thanks to Dennis A. Cavanaugh for the news.

PATH an award winner

Congratulations to all the men and women at Port Authority Trans-Hudson Corporation. The interstate rapid transit system that links New Jersey with Manhattan won the Public Transportation Outstanding Achievement Award from the American Public Transit Association. This 1998 award is a very high honor. It is given to heavy rail rapid transit systems demonstrating achievements in providing efficient and effective service to its customers.

A survey carried out for PATH shows that 70% of its riders give the system excellent or above-average ratings. The patronage shows that riders are happy. In the last year PATH carried a record 62,210,700 passengers, which is a 2.6% increase over the previous year.

In line with its award for serving its customers well, in fall 1998 PATH added trains to the morning peak hour service on the Journal Square to 33rd Street line and the Hoboken to 33rd Street line. Again, congratulations to PATH, and thanks to Jon Goodman for the news.

New trolleys for Philadelphia?

Several years ago when SEPTA "temporarily" shut down all its trolley lines, save for those that were part of the subway/surface system, the agency promised it would eventually buy some new cars. In summer 1998 SEPTA invited manufacturers to begin the process of supplying new low-floor, articulated light rail vehicles. A pre-bid meeting attended by a dozen contractors and subcontractors was held in August. Technical proposals were due in mid-October. In this bid process there is first an evaluation

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It was a piece of cake to get to Washington Redskins games when they took place at RFK stadium, the old home of the NFL franchise. The stadium was served by the Washington Metrorail system and passengers had a good rail ride to and from the ball games. Construction of the Jack Kent Cooke stadium, which is not on a Metro line, presented a problem. Now the Washington Metropolitan Area Transportation Authority has devised plans to offer shuttle buses from Landover, Cheverly, and Addison Road Metro stations to the new stadium. A special lane will allow buses to reach the stadium area. One might say that it is a celebration of multi-modalism. Thanks to Charles H. Bogart for the news.

MUNI Metro tunnel walkers

Tunnel walkers are not San Francisco's MUNI Metro staff, but sorely vexed passengers. Angered by long delays in the MUNI Metro tunnels under Market Street, passengers began to pull the red emergency door-opening handles on the MUNI light rail cars. These pop the doors open and allow people to get out into the tunnels, a practice highly dangerous from a variety of viewpoints. San Francisco Mayor Willie Brown, currently running for reelection, agreed with passengers that just saying that things will get better won't see that it is done. The mayor is sincerely afraid of severe backlash because of the service problems, and long delays in the tunnel have raised the ire of many voters.

Behind the delays are three factors — the beginning of proof-of-payment fare collection

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

Pasadena line?

of the technical proposals, then the manufacturers with acceptable proposals are to submit bids that include prices. The next step is to see if reasonable bids are received and then contract with the successful bidder to manufacture the new trolleys.

It should be noted that this is not a lightning-fast procedure. Technical evaluation is often painstaking and time consuming, as it should be. Thanks to the Philadelphia Trolley Coalition, 616 Carpenter Street, Philadelphia, PA 19147 (215/755-7717) for the information.

Canal Street: No blues

The Carrollton streetcar barn in New Orleans is busy at work building 24 new Perley A. Thomas-type streetcars. At a target date sometime in 2001, the cars will revive service on Canal Street. It is expected that within a decade there will also be rail service in the Desire corridor as well as commuter rail service from the airport to the union passenger terminal. There are no blues in that information. Thanks to Tom Ruffin for sending the good news.

Flashes

In late October BOSTON's commuter rail service was expanded. The Massachusetts Bay Transportation Authority extended commuter rail service 8.7 miles to Newburyport, originating at Ipswich and including a station at Rowley as well as Newburyport. At the start, on each workday there will be twelve round trips; Saturdays will see five round

trips. Public officials in Newburyport are pushing for Sunday service as well. Thanks to Bill Crawford for the information.

The Jacksonville Transportation Authority has placed a \$14 million order with Bombardier Transportation for the next phase in the automated skyway system in JACKSONVILLE. The order calls for the system design, installation and integration of Bombardier's M-III monorail system components for the South Bank extension. When this job is finished the skyway will be extended from a point east of San Marco Boulevard to Riverplace and DuPont Center stations. Upon completion the line will consist of 2.5 miles of elevated dual-track guideway, eight stations and an operations and maintenance center.

From Mark Schwinn, I hear that the CHICAGO TRANSIT AUTHORITY is working to cut down on vandalism by taking a stronger stand. The finance committee of the Chicago City Council approved a measure that allows a 50-50 split between the city and the transit authority when vandals are fined in administrative hearings. It is hoped that sending vandalism cases to the city hearing officers instead of the circuit court judges will provide a better chance of getting money that can be used to clean up the cars. The CTA spends from \$4 to \$5 million a year erasing graffiti and replaces thousands of glass windows in trains and buses that have been etched by wrong-doers.

Also from Chicagoland, George Froslin informs me that the CTA is planning to



THE SUPER SATURDAY STREETCAR SPECIAL was operated over Philadelphia's Route 23 by the Wilmington Chapter NRHS on January 30, 1998. The trip used PCC cars 2732 and 2785. At 12.5 miles, Route 23 is the longest streetcar line in North America, traversing Germantown Avenue in north Philadelphia and 11th and 12th Streets in Center City, but is currently served by buses. SEPTA streetcar Routes 15 (Girard Avenue) and 56 (Erie Avenue) are also served by buses, but the wire remains in place and frequent PCC excursions operate over these lines. SEPTA maintains seven PCC's for charter.

Steve Barry

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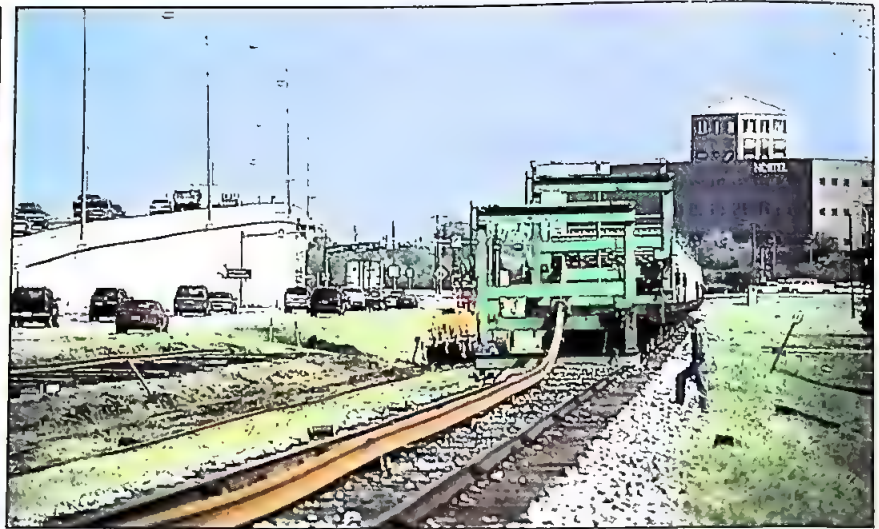
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build a super-elevated station at Randolph and Wabash. With a super station in place, the CTA will permanently close the State-Lake and Madison-Wabash elevated stations. As part of the project the entire elevated structure from Lake to Washington streets will be rebuilt. The present supports located in the middle of Wabash Avenue will be replaced by columns anchored along the curbs, opening up the street.

Mr. Schwinn also writes that he was recently in **SAN FRANCISCO** and saw that the MUNI Railway's trolley line at Fisherman's Wharf is nearing completion, and that just the wire needed to be strung. He reflects that it will be quite an experience to be waiting for a cable car at Powell and Market and watching PCCs go by on Market Street and then see the PCCs once again at Fisherman's Wharf.

From **PITTSBURGH**, Jim Cerny says that the local financing programs aimed at aiding the Mellon and PNC banks' expansion in downtown Pittsburgh would also help the Port Authority Transit. The Steel Plaza subway station will be refurbished as part of the Mellon building project. A proposal advanced by Pittsburgh's Redevelopment Authority calls for a new trolley/subway station at First Avenue near the site of the new PNC building.

Good news from **WASHINGTON, D.C.** The fiscal year 1999 Transportation Appropriations Act was signed into law on October 21, 1998. Transit funding is set at \$5.39 billion. This a hefty 11.3% increase above the fiscal 1998 funding level.

New York's **PENN STATION** will see a new 51,000-square-foot concourse built on the southwest corner of the rail station. This is a project of the New Jersey Transit Corporation. The concourse will ease overcrowding and help improve passenger flow. It is also hoped that it will meet an expected 50% growth in projected passenger use. The construction is estimated to cost \$55.7 million.

A joint venture team of Bechtel Infrastructure, Inc./URS Greiner, Inc. will

provide project management for New York City's **EAST SIDE ACCESS PROJECT**. This is one of the major rail U.S. projects of the last quarter century. It is a \$3.2 billion undertaking that will bring Long Island Rail Road commuter trains into the lower level of Grand Central Terminal. This is no small task; it is expected to take ten years for the project to be completed. Almost 20,000 linear feet of hard rock and soft ground tunnels will be built. Tunnels between Long Island City and Manhattan will need to be reconstructed, including the lower level of the 63rd Street-Queens Boulevard connector tunnel that is part of the 63rd Street subway line. Thanks to Carl Edd for the news.

The entire **NEW YORK CITY SUBWAY** system is being nominated for the National Register of Historic Places. Included in the nomination are 48 stations, eleven substations, six signal towers, four control houses, three yard buildings and one tunnel. The designation, which is apparently fairly well assured, will help in acquisition of funds for rehabilitation of stations. Thanks to John Spychalski for the news.

Charles Bogart sends news that a *Courier-Journal* Bluegrass State Poll conducted in the **LOUISVILLE** area shows broad support for a new light rail line. A light rail proposal put forth as a major option for improving transit by the Transit Authority of River City was favored by 67% percent of 706 Jefferson County residents.

Ben Kerr I reports the Environmental Protection Agency has sour thoughts about the Sounder commuter rail line between **SEATTLE** and Everett. It seems that in order to have a double-track line for Amtrak, freight service and the commuter trains, a little less than two miles of the Puget Sound coast line would require some filling. The EPA could put the kibosh on this operation.

For information on many traction preservation topics, check out the **LINESIDE LEGACY** column elsewhere in this issue.



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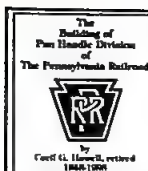
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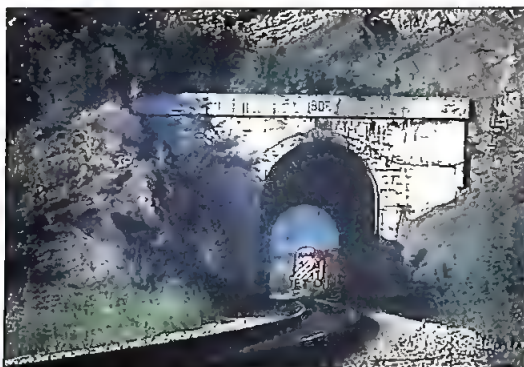
EDITORIAL COMMENTARY

A new staffer

WITH THIS ISSUE we mark a change on the R&R staff. Associate editor Chris Kimler is moving up to a newly created position at Carstens Publications as Director of Marketing. Replacing Chris is George Fletcher, formerly with *Country Music* magazine and editor of our on-line news section. George and I will be sitting down as soon as this issue is on its way to the printer and coming up with our plans for R&R for the near and distant future. Chris and George will each take a turn relating what the challenges ahead are for them later in this column. Meanwhile (as they say on television), in other news...

Telephotos and tunnels

At the risk of beating the proverbial dead horse, we're going to revisit the controversy over Scott Snell's Cover One Contest entry (December '98 R&R) and the ensuing letter from Warren Mayhew (FANMAIL, March '99).



To refresh your memory, Scott's runner-up entry showed a Canadian Pacific train framed in a tunnel in British Columbia. Mr. Mayhew took us to task for publishing a photo where he felt the photographer was obviously trespassing and, more importantly, was acting unsafely. Our response to Mr. Mayhew was it never occurred to us that Scott was standing in the tunnel — we assumed it was a short tunnel with a curve at the end and Scott was standing off the tracks and shooting with a long telephoto

lens. Like us, Scott wants to encourage photographers to act responsibly and safely, and sent us a photo to show how he achieved the dramatic effect of the Cover One entry. The photo below shows another train Scott photographed at the same location. By cropping the photo down, you get the same effect of Scott's super-telephoto contest entry (bottom).

Let it be stated here that R&R does not encourage trespassing on private property and, more importantly, does not condone railfanning in an unsafe manner. Ask permission, take nothing but photos, leave nothing but footprints and do it safely or don't do it. 'Nuff said — S.B.

Summer steam preview

It's time for steam fans to dig out the calendars and start planning the summertime chases — and, boy, there's some neat stuff to chase this year. Let's start with the big event, Railfair '99 in Sacramento. The only multi-day big-time steam move to the shindig that's set at this point is Union Pacific's move of 4-8-4 844 and 4-6-6-4 3985 to California. The dynamic duo will leave Cheyenne sometime in mid-May and head west for about seven days, doing a lot of customer promotion work en route. It is planned the pair will take part in the Roseville Yard rededication ceremony on May 26th, then stay in California doing more UP promo work until Railfair. The NRHS and R&LHS are having a joint convention in Sacramento to coincide with Railfair, with Railfair starting on June 18th and the Convention starting on the 22nd. Both wrap up on June 27th. The 844 will power a trip to Tehama on June 23rd while the 3985 leads a Feather River Canyon trip to Keddie on June 26th. Both locomotives will return to Cheyenne immediately following the Convention. With the exception of the Tehama and Keddie trips, no UP trips are open to the public.

The only other outing for the UP steam program will be the annual Denver *Post* trip to Cheyenne Frontier Days on July 24th. Challenger 3985 will power the Denver-Cheyenne round trip, with the equipment being ferried to Denver a couple of days before the event (probably July 22nd) and ferried back to Cheyenne on July 25th. The Challenger has had a complete overhaul above the running boards and, as soon as the *Post* trip is done, will go back into the shop for complete work below the boards.

The other big locomotive in the west that will be out will be Southern Pacific 4-8-4 4449. Doyle McCormack and company had wanted to go to Railfair, but a better offer came up. While nothing is official at this point, it looks like the *Daylight* will be operating the 1999 BNSF Employee Appreciation Specials. From what we've been able to gather from a variety of sources, it looks



like the EAS trips will run from roughly June 1st through the 20th, probably in Washington, Oregon and Idaho. The other news we've been able to gather is that the locomotive won't be lettered SP, but will either be in a modified *Daylight* scheme (replace the red with green) or painted black. Hey, Doyle, how about painting it black and removing the skirts, giving us a post-*Daylight* GS4?

The Rocky Mountain Rail Society will be operating Canadian National 4-8-2 6060 out of Stettler, Alberta, for Alberta Prairie Steam Tours. A shakedown run is scheduled for May 23rd, with other trips to follow. Call 403/254-2194 for information.

Pere Marquette 2-8-4 1225 hits the rails again with a May 22nd-23rd trip out of Durand, Michigan. See TIMETABLE for details. And Ohio Central is working on Grand Trunk Western 4-8-4 6325, with a fire-up in the fall anticipated.

Galesburg Railroad Days will be held on June 26th-27th, and it looks like that event will mark the return of St. Louis Steam Train Association's Frisco 4-8-2 1522. This engine was out of service for all of 1998, and it'll be good to have it back. The 1522 is one of the loudest locomotives in service today. We'll have more steam updates next month — S.B.

RAILFAN'S 25th Anniversary

The November '99 issue will mark RAILFAN'S 25th Anniversary (the "& RAILROAD" was added a couple of years later) and we have something exciting coming up to share with our readers. While not all the plans are firm yet, let's just say that it involves double-headed steam and will take place on July 5, 1999. Watch this space for details.

Our new associate editor . . .

Who knew last fall, when I first signed on as R&R's on-line news editor (see WE'D LIKE YOU TO MEET... November 1998), that on the horizon was a job change, and a move from Nashville back to the Northeast? At the end of 1998, *Country Music Magazine*, where I'd worked as an editor since 1990, was sold, and the new owners decided to go with a completely new staff. So, a few phone calls and trips to New Jersey were made, and (long story short), I'm pleased to be joining Steve Barry on the R&R team, especially at such an exciting time when there are so many ideas and plans for the magazine's future, including the upcoming 25th Anniversary Celebration. I'm glad to be aboard, and look forward to being a part of an institution with such a rich history, and a bright future.

A little about my railfanning pursuits — I grew up on Long Island (in Medford, about 50 miles out on the LIRR's Main Line) and I've been an active railfan photographer since the early 1980s. I've consistently used Minolta equipment, which I've found to be very trustworthy and reliable, though I certainly don't disparage others' brand choices — if the folks at my hometown camera shop had originally recommended something else, I could just as easily have taken a different path. Currently I have an X700 as my main camera and keep the old one, an X370, as the back-up unit. Lens-wise, I switch between a 28-80, a 70-210 and the straight 50, depending on my mood and/or the situation. (Sometimes you want the locomotive to dramatically fill the frame, with enough compression to highlight the

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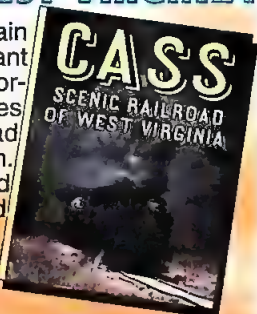
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engine exhaust, other times that distant mountain or building is as essential a part of the scene as the train!)

My primary areas of interest in railroading are passenger trains and various North-eastern roads. (No real surprise there, since I was born and raised and have spent my whole life in the region — save for the past year which was spent in Nashville.) Specific favorites would have to be the Jersey Central, Lehigh Valley, Long Island Rail Road (the hometown fave), the B&O and even Penn Central, Amtrak and Conrail (I was a child of the late '60s, after all . . .). And while I'm partial to the era from say, the '50s on, I can certainly appreciate the 100 years of industry history that came before.

Some favorite locations include the Hudson Valley in New York — and I'm just as happy on either the "freight" (Conrail River Line) or the "passenger" (Amtrak and Metro-North Hudson Line) side; Conrail's Boston Line and CSX's ex-B&O Magnolia Cut-Off.

In addition to photography, I'm also an avid timetable collector, of both the public and employee varieties, and I serve as the membership director/treasurer of the National Association of Timetable Collectors, an organization devoted to that pursuit.

I'm enjoying getting settled in here in Newton, and I look forward to getting to know more of you. Steve has said before in this space that he's always available to hear what you have to say about how we're doing. The same holds for me — *GEORGE FLETCHER*.

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& RAILROAD staff, Steve Barry had barely been here six months, having replaced Bruce Kelly in February. I came on board, replacing Mike Del Vecchio, and then only one year later Jim Boyd moved on. What had been a static staff for a decade had, within eighteen months, undergone a 100 percent turnover! Now, two and one-half years after that October 1996 day the R&R staff is again seeing change, this time with the addition of its newest associate editor, George Fletcher, who will be replacing me.

I have had a good run with R&R. I have learned a lot, made numerous friends (and a few enemies!), and done what I feel is my part helping to improve the quality and professionalism of this magazine. Judging from reader feedback, the look of the magazine has improved and the infamous "Black Hole of Newton" has been vanquished. It is now time for me to turn my attention toward other tasks, namely marketing and promotion here at Carstens. I will now be working to market Carstens' three magazine titles, RAILFAN & RAILROAD, RAILROAD MODEL CRAFTSMAN and FLYING MODELS in addition to promoting our line of books and model aircraft plans. I am looking forward to the challenge.

Change is a good thing. It brings with it rejuvenation and growth. The constant infusion of new talents and ideas into a project or organization is vital to its survival. I am honored to have done my part for RAILFAN & RAILROAD and look with enthusiasm toward the future of Carstens Publications.

Chris

I NEXT MONTH RAILFAN & RAILROAD



Dave Burton

• **MOJAVE SUB:** Because of its close proximity to Tehachapi and Cajon, many overlook BNSF's Mojave Subdivision from Mojave to Barstow. Dave Burton shows us that this piece of railroad can be just as interesting as its more famous neighbors.

• **SWEDISH STEAM?** Just north of Ottawa, Quebec, is the Hull, Chelsea & Wakefield Railroad, powered by imported Swedish steam. Pierre Ozorak gives us a tour of this line that combines spectacular scenery with the distinct flavor of the Old World.



Pierre Ozorak

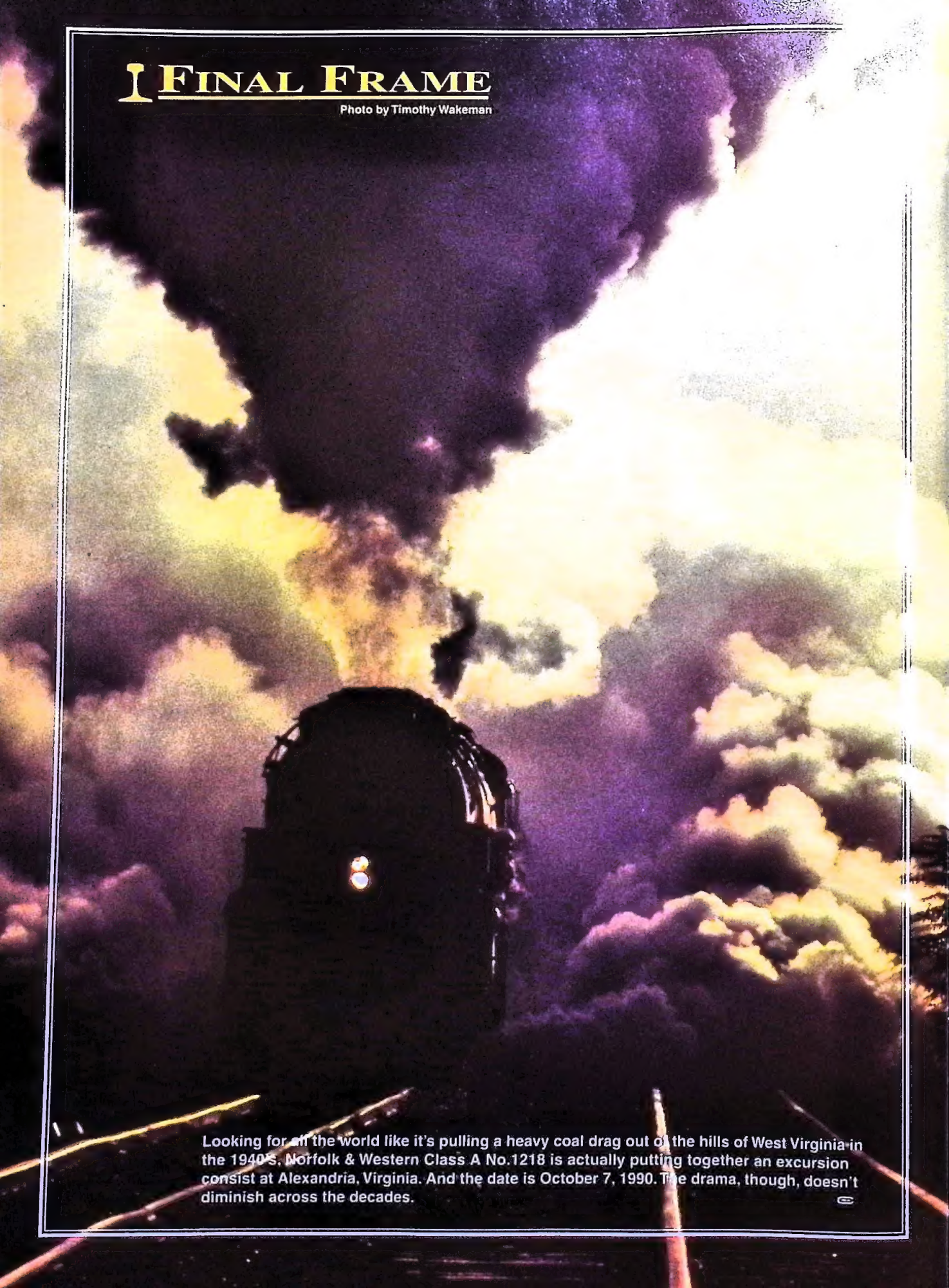
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I FINAL FRAME

Photo by Timothy Wakeman

A dramatic photograph of a steam locomotive, identified as Norfolk & Western Class A No. 1218, pulling a heavy coal train. The locomotive is silhouetted against a massive, billowing cloud of white and grey steam that fills the upper half of the frame. The sky is a mix of white and grey, with some blue visible on the right side. The locomotive's headlight is on, and the train tracks lead into the distance. The overall mood is one of industrial power and historical significance.

Looking for all the world like it's pulling a heavy coal drag out of the hills of West Virginia in the 1940's, Norfolk & Western Class A No. 1218 is actually putting together an excursion consist at Alexandria, Virginia. And the date is October 7, 1990. The drama, though, doesn't diminish across the decades.

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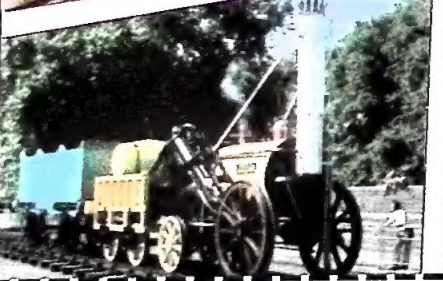
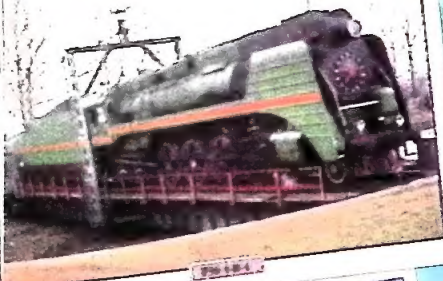
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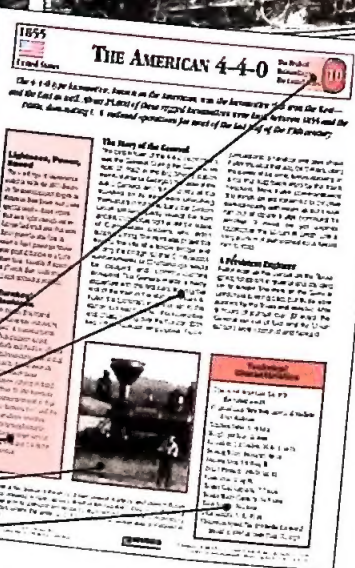
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